

The SHIPPING WORLD

AND SHIPBUILDING & MARINE ENGINEERING NEWS



VOL. CXXV No. 3044

WEDNESDAY, OCTOBER 31, 1951

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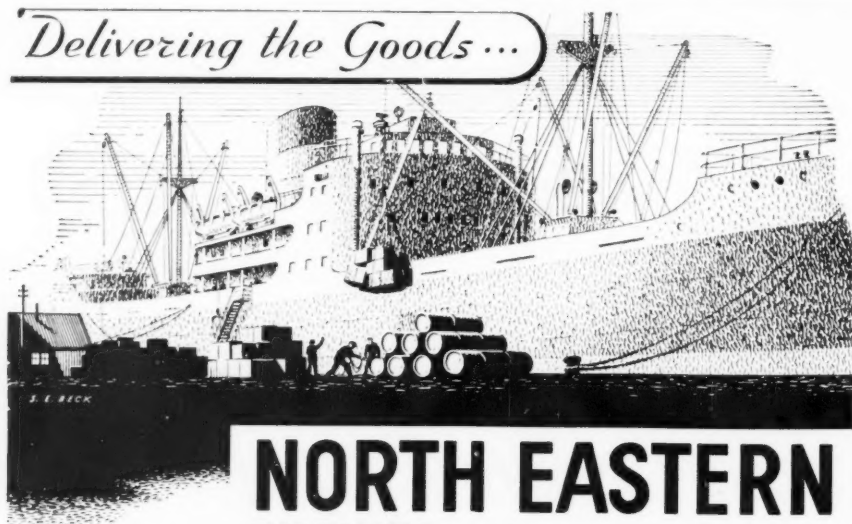


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1883

Chairman and Managing Director of The Shipping World, Ltd.:—SIR ARCHIBALD HURD

Editor:—PETER DUFF

Managing Editor:—RONALD KENDALL, M.C.M.S., A.M.I.N.A.

Advertisement Manager:—M. B. FIELD

Annual Subscription 70s.

Head Offices: 1, Arundel Street, London, W.C.2. (Temple Bar 2523)

Telegrams: "Shipping World," London

Northern District Manager: W. S. Wilson, M.I.E.E., 27 Exchange

Buildings, Newcastle-on-Tyne. Telephone: Newcastle 27078

Vol. CXXV.

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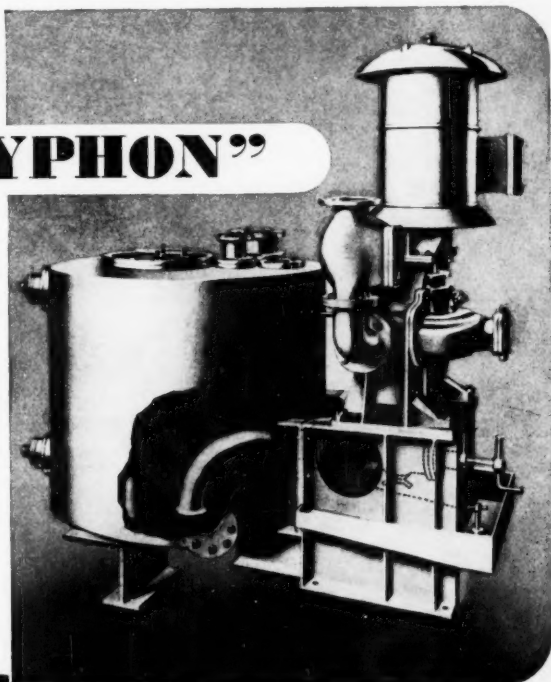
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THE SHIPPING WORLD

SEA-AIR POWER—CAUSE AND EFFECT

DURING recent weeks of political turmoil, there has been much talk of rearmament for peace, but no one has recalled that for over 100 years—that is down to 1914—when we had in commission 70 capital ships, 121 cruisers, 227 destroyers, 109 torpedo boats, 75 submarines and other small warships—the Two-Power British Navy kept us at peace with the whole world. It maintained the "Pax Britannica." Other nations made war on one another, but, with us, it was a case of "business as usual"; working hard, we prospered until Kaiser Wilhelm intervened. Once the ships of war and of commerce, the men-of-war defending the liners, tramps and oil tankers against the enemy, had won an overwhelming victory, the shipowners set to work to make good their heavy losses, while, under political pressure, the squadrons under the White Ensign were cut down drastically. Much the same sequence of events occurred after September 1939. When victory had been won by the complementary sea forces, reinforced by thousands of aeroplanes—there was retrenchment on sea-air power. The policy was carried out with more ruthless vigour than ever before because the Socialist Government wanted money with which to start the Welfare State, with the aid of capital sent by capitalist America and the Dominions. On the other hand, the fleets of merchant ships were rebuilt by the shipowners in their own as well as their country's interest. What has been the sequel? We remain the greatest commercial seapower in the world owing to the courage and financial strength of the shipping companies and the efficiency of the shipyards and the wide range of firms turning out equipment. For the rest, the Royal Navy counts for little.

The resulting situation was described on the eve of the General Election by Mr. Raymond Blackburn, who last year was elected a Socialist M.P., and then, disillusioned, decided not to defend his seat. He declared that events had proved that the Socialist Government was not strong enough to overcome the world crisis. "In Korea the war drags on, while the Government damages our honour and good name by sanctioning the sale of huge quantities of rubber to our Communist enemies." The Communists, he added, having conquered Tibet, were poised to menace India, while their

guerillas controlled much of Burma and continued to wreak havoc in Malaya. In the Middle East, he added, they rejoiced to see insult upon injury heaped on our heads in Egypt and Persia. "The world believed itself to be watching the decline and fall of the British Commonwealth and Empire." This is all a matter of cause and effect. Sea-air power, and particularly the Royal Navy, its battleships with big guns, appealing to the eye of the beholder, has been neglected. Our prestige now rests, mainly, on the fleets of ships of private enterprise which, as is as well known in the East as in the West, were not designed for the violence of war.

It is opportune that at this juncture *The Life and Letters of David Beatty, Admiral of the Fleet*, should be published (Hodder & Stoughton, 25s. net). Rear Admiral W. S. Chalmers gives a full length portrait of this outstanding naval officer, reflecting in nearly 500 pages his public as well as his domestic life. It is a remarkable story, admirably told. Beatty, with his fine, erect figure, his piercing eyes, his hat at a jaunty angle and his fearless look, as though he were afraid of nothing and nobody, was regarded by the men and women of this country as the Nelson of his time. Those who read this book will be reminded of the great days when we held our own in all parts of the world. We are reminded by his letters of his pride in the Royal Navy and his conviction that it was an agent of peace rather than of war.

Now that the General Election is over, what will be the attitude of the new Government to sea-air power, on which everything depends—our safety in these islands, our imports of food and raw materials and our exports of manufactures and a little coal, as well as our standing in the world? We, as islanders, are more vulnerable than we were in Beatty's day owing to the remarkable development of the submarine and the aeroplane as bomber and military transport. In the past few weeks we have heard much of the Welfare State, with its security from the cradle to the grave for the individual. But what of national security? That is the greater problem. If it is not solved, the Welfare State will become one in which no one will fare well.

Current Events

After Politics—Work

Now that the distractions of the fight between the political parties are over, it is perhaps permissible to substitute for the euphemism 'productivity,' as though it referred to a natural phenomenon, like the manna in the wilderness, and talk of *work*. For if we are to survive as a nation, we must work harder and, it may be, for longer hours if we are to have our three rationed meals a day, holidays with pay, cigarettes galore, greyhound racing, football pools, cinemas and other

modern costly trimmings of life. The General Election has been a costly business not only in money, but in lost time. The new Government is confronted with the worst economic crisis in our long history, and none will envy Ministers their jobs. The wide range of maritime industries are all doing well at present, shipping freights being on a remunerative level and the shipyards full of work. But managements have to plan ahead, using all the expert knowledge and experience they possess, if they are to succeed. As Mr.

W. Cary, of the British Tanker Co., Ltd., reminded the country the other day—for shipowners and shipbuilders need no reminder—Germany and Japan, with lower pay and longer hours, are going to be serious rivals from now onwards. As one who knows all about the building and operation of tankers, on which the shipyards are mainly dependent for work, he pointed out that in December, 1949, neither Japan nor Germany had any tankers under construction. In September, 1950, Japan had 17 tankers of 110,000 tons gross building, and Germany had one of 10,000 tons; in June 1951, the Japanese total was eight of 95,000 tons, and the German figure seven of 91,000 tons. British shipowners, having successfully adjusted themselves to new trading conditions arising from political events in the world during the past six years, as Mr. Donald Anderson was able to claim the other day, now have to take in account the imminent re-entry on the trade routes of German and Japanese ships. In fact, every one concerned with maintaining our invisible exports, which will probably reach the figure of £650,000,000 this year, and with the considerable visible exports of ships and their equipment, has to apply his mind to a study of changing conditions at home, where a new government is about to take to the saddle, as well as abroad, where the old order of things is giving place to a new order, not by any means favourable to us, predominant as a maritime nation in the past, as events in Persia and Egypt have recently reminded us.

The New Outlook

EVERY management has to face new conditions now that the General Election is over and the period of political stalemate ended. Mr. Geoffrey Crowther, the well-known economist, has warned all the people of this overcrowded country of the dangers that lie ahead unless the greatest army of workers which this country has ever had, with far more labour-saving machinery at its disposal than in the past, put their backs into their jobs. He went on to warn all and sundry that when the new Ministers began to look at the situation realistically, they would pull very wry faces. To meet the situation, Mr. Crowther said, we should try to restore some of the sanctions for inefficiency, try to restore some of the rewards for efficiency, and strive to restore the morality of money. "We have got to have some competition in the labour market as well as elsewhere," he declared. "I am not suggesting mass unemployment, but am suggesting that we should try to get back to the position in which the worker has a certain healthy apprehension that something unpleasant will happen if he does not do his job properly. He knows nowadays that he can get away with murder, and the wonder is that so much work is done when there is so little reason to do any." That is the kernel of the matter.

Norwegian Replacement Problems

IT is scant satisfaction for British shipowners to know that they are not the only ones suffering from serious replacement problems. Mr. Ole Bergesen, in his presidential address to the Norwegian Shipowners' Association, gave some figures which show that Norwegian shipowners are also seriously troubled by the difficulty of replacing obsolescent ships at current shipbuilding prices, owing to the methods of calculating depreciation allowances on the original cost of building. During 1949 (the last year for which statistics are available) the total depreciation allowance for the entire Norwegian fleet amounted to 280 million Kroner (about £14,000,000). This is equivalent to about 7 per cent of the original building costs. As Mr. Bergesen pointed out, "from the point of view of business economy, the depreciation allowances should be considered not in relation to original cost but to replacement value", which at the close of 1949 was calculated to be about 8,500 million Kroner, or almost £425,000,000, for the Norwegian ocean-going fleet. The

sum allowed for depreciation, therefore, amounted to only about 3½ per cent of the replacement cost. Merchant shipping is a vital industry for Norway, as it is for Great Britain, and to prevent Norway from falling back in the keen competition on the seas Mr. Bergesen demanded the abolition of restrictions on the buying and building of ships abroad, and the revision of taxation rules to assist replacement and further development. The parallel with the case which is being put forward consistently on behalf of British shipowners by the Chamber of Shipping is remarkable. Britain and Norway depend on their merchant shipping perhaps more than any other maritime nation, and their interests are bound together in war as in peace. It is surprising that both should have been impeded, rather than helped, by their Socialist Governments since the end of the war.

The Threat of Frustration

WHEN Sir Amos Ayre referred recently to the threat of frustration which overhung the British shipbuilding industry, with its order book in an unprecedented and swollen state, he was speaking as chairman of the Shipbuilding Conference, for the industry as a whole, and his main comments were devoted to the labour aspect of the problem. He thought that an entirely different fundamental approach to the practical economics of the industry was required by the men who work in the yards and the engine shops. That is all too true, and it is probably the largest single problem, as well as the most difficult to find the answer for; but there are other matters which threaten to frustrate the efforts of the industry to achieve full productivity. Sir Murray Stephen recently referred to the burden of taxation in regard to the need for shipbuilders to re-equip their yards and keep their equipment and plant at the most modern and efficient standards. Since the war, many shipyards have been completely reorganised, among them that of William Doxford & Sons, Ltd., who in the last three years have built three new welding shops, a new A.C. welding grid, and much new plant designed to take the best advantage of methods of prefabrication in shipbuilding. The results of all this investment and reorganisation have proved encouraging, but now, as Dr. Andreae, the chairman, has pointed out in his statement to shareholders, the fear is that they may be prevented from making the fullest and most economical use of the new facilities because of the present shortage of steel. What frustration could be greater, when British shipbuilders have more work on hand than ever before, and better facilities for producing ships than ever before, that their production should be in danger of slowing down through lack of steel?

London & Overseas Freighters

REGISTERED as a public company on March 9 last, London & Overseas Freighters, Ltd., has published its first report in its new guise. This shows gross freight receipts of £1,024,000, against £920,000, and an operating surplus of £342,000, compared with £202,000, after working and other expenses of £682,000. This is a satisfactory outcome to a year which did not feel the full benefit of increased freights by reason of the extension well into the period of unexpired charters at low rates. The directors are further to be congratulated on providing shareholders with figures showing freights gross before charging working costs—an unusual procedure, but one to be commended for its informativeness. Because of the incidence of initial allowances no liability to U.K. tax arises in respect of the profits earned in the year to end-March last, but the company has provided £150,000 for future taxation. The carry forward is then left at £33,000, after debiting the net cost (£66,000) of the 5 per cent dividend. This is the rate forecast when the particulars of the company were advertised and, as was then explained, the dividend is being held at that level for the three succeeding years. In this way profit retentions will

help in the financing of the company's ambitious building programme. It embraces a total deadweight tonnage of 310,000, mainly large tankers, and will cost £12,750,000 in all, of which a little over £3,000,000 has already been met. At the close of the financial year the company held £690,000 in cash and, since then, three dry-cargo steamships have been sold at a sum considerably in excess of book values; a surplus of £360,000 was realised on the sale of four such vessels during the year under review. The year-end balance sheet value of the fleet was £2,552,000, of which dry-cargo ships accounted for £508,000, tankers for £1,325,000 and payments on account of new construction for £719,000. The issued capital is £2,500,000 in ordinary £1 shares. The outlook is promising and the chairman, Mr. Basil M. Mavroleon, informs shareholders that the board has secured long-term employment for all the tankers on order at March 31 last on a basis designed to safeguard against the continued depreciation of sterling and the continued rise in operating costs.

Privately Owned Tankers

APART from small vessels of less than 1,000 tons no fewer than 199 oil tankers of 2,243,989 tons gross are now under construction in the shipyards of the world. Never before have so many ships of this type been building at any time in the past. This is a significant example of the efficiency of free enterprise, and its flexibility in contrast with the inflexibility of industries which have been nationalised. It is common knowledge that the Socialists would create more monopolies, which means that production and distribution will be regimented by some central authority. What is the method of the great oil companies? Mr. J. W. Platt, a managing director of the Shell Petroleum Co., Ltd., shed some light on their sound commercial policy. It is a matter of wide interest. He revealed that of the 28 million tons of tanker tonnage afloat in the world today, 13 million tons belong to owners who have no direct interest in oil. The replacement value of that independent fleet is in the neighbourhood of £685 million. The occasion of this statement was the launch of the tanker *World Unity* at the Barrow-in-Furness yard of Vickers-Armstrongs, Ltd. The chairman of Vickers, Ltd., Sir Ronald M. Weeks, carried the story further when he lifted the curtain on the way in which this order for the largest tanker ever launched from a British shipyard came to be placed. He remarked that the tanker was the culmination of the unified action of five separate groups. First of all was the owner, Mr. Stavros S. Niarchos; secondly and thirdly there were the Metropolitan Life Assurance Company of America and the National City Bank of New York, who assisted in the finance; fourth, there was the work of Vickers-Armstrongs, Ltd., and lastly, the Anglo-Saxon Petroleum Company, which had chartered the new vessel. This tanker's history from its inception is an admirable example of how private enterprise works to the advantage of everyone, producer and consumer.

Photography of Cavitation at Sea

FLASH photographs of short duration have been taken of the cavitation of a ship's propeller at sea. This was revealed in the paper read before the North-East Coast Institution of Engineers and Shipbuilders on October 26 by Dr. J. W. Fisher, of the Royal Naval Scientific Service. Hitherto the cavitation on the blades of a propeller could be inferred only from tunnel tests on scale models. Dr. Fisher stated that the hull of a vessel was provided with two adjacent submerged 8-in. diameter glass ports, so situated that visual observations and photographs of the propeller blade cavitation could be made through one, while a high-intensity short-duration electronic flash provided illumination through the other. By working at night, in clear water, the growth of blade cavitation on the 8-ft. propeller could be studied in detail, as the revolution rate was increased. The zones of sheet and bubble cavitation

were clearly differentiated. The inward radial creep of sheet cavitation down the leading edge with increasing speed appears to be determined ultimately by constancy of the local cavitation index at the break-away point; this value was 0.65, corresponding to a relative water speed of 67 ft./sec. past this point of the leading edge for 8 ft. immersion depth. The ship propeller photographs were compared with those taken of a $\frac{1}{4}$ scale model screw in a cavitation tunnel. There was a close correspondence between the zones of sheet and bubble cavitation in the two cases when the model screw was run in aerated water at speeds somewhat higher than the estimated equivalent speeds.

The "Both to Blame" Clause Invalid

THE American Court of Appeal has held that the "both to blame" collision clause in bills of lading is invalid. Since the issue is of such importance that it must be decided in the Supreme Court before finality can be reached, the situation with regard to the indirect liability of a ship for damage to her own cargo arising out of a collision in which both ships are to blame has become fluid. In American collision law the non-carrying vessel, having paid damages to the cargo in the carrying vessel, and being deemed equally to blame, may include one-half of those damages in her own claim against the carrying vessel. To meet these circumstances, shipowners engaged in trade with America insert in their bills of lading a clause requiring the cargo owner to indemnify them against the amount of these indirect damages. In turn, cargo underwriters indemnify cargo owners against their liabilities under the "both to blame" clause in bills of lading. For many years now American cargo interests have been contending that the clause offended against the Harter Act and the American Carriage of Goods by Sea Act, both of which prohibit a shipowner from contracting out of liabilities defined in the Acts. On the shipowners' side, it was contended that in American law a shipowner may require cargo to contribute in general average even though the general average arose out of the shipowner's fault or negligence. In the lower court the first case brought on the issue of the validity of the "both to blame" clause went in favour of the shipowner, but this decision has now been reversed on appeal in a closely argued judgment by Judge Clark. That judgment, having pointed out that the Jason clause, giving the shipowner right to contribution in general average, despite his own fault, was not in any real sense a diminution of the shipper's rights, said, in effect, that neither the Harter Act nor the Carriage of Goods by Sea Act outlawed all contracts between shipper and carrier; they struck down only those limiting the shipper's rights, and therefore the Jason clause escaped the prohibition but the "both to blame" clause did not. One judge concurred, but another dissented, which makes the ultimate issue all the more in doubt. The real remedy would be for America to come into line with other nations in adopting the Convention making collision damages apportionable, for the whole issue arises out of the present American law by which if two vessels are held to blame for a collision they are automatically held equally to blame.

SAYINGS OF THE WEEK

SHORTAGE OF STEEL

"Our only fear is that we may be prevented from making the fullest and most economical use of our new facilities by the present shortage of steel, which is the lifeblood of our industry."—Dr. E. P. Andrea, chairman of William Duxford & Sons, Ltd.

SHIPPING AND GOVERNMENT CONTROLS

"Whatever one may think of Government regulation in connection with the exploitation of a country's material resources, one should be aware that such interference is bound to cause grievous consequences when applied to the shipping industry."—Mr. Ole Bergesen, president of the Norwegian Shipowners' Association.

ON THE "BALTIC"

ATTRactions OF TRANSATLANTIC GRAIN CARGOES

By BALTRADER

THE WITHDRAWAL of a large number of American ships from the reserve fleet for service this year was designed to avoid a shortage of tonnage in the North Pacific and Atlantic Oceans and on the route from the United States to India. This purpose has not been achieved, as can be seen from the exceptional strength of the freight markets. Coal charters from Hampton Roads to the Continent follow each other in a constant procession, on the basis of \$10.50 for discharge in Antwerp or Rotterdam. The American authorities were at least successful in establishing this rate as a standard one for the time being, whether for one voyage or half a dozen consecutive trips. This business has a strong appeal to owners of vessels not fitted for grain carrying, and especially those who operate from abroad and prefer the handsome dollar. Normally, the round voyage is very quickly accomplished, as Hampton Roads, if not overburdened, is one of the fastest loading ports in the world, and similar handling can be expected at Antwerp, Rotterdam or German ports. All the same, as winter sets in, it is not everyone's choice to meet the gales of the North Atlantic when running light from East to West.

Position of Sterling Earner

It is the sterling earner which is doing best among vessels in the North American trade today. The Ministry of Food has lately become more and more anxious to cover its freight requirements; not much more time remains to bring our wheat purchases out of the St. Lawrence before the ice sets in, probably early in December. Meanwhile Germany has secured a large number of vessels to load wheat in the St. Lawrence and has arranged to pay high rates for the service. There is also a large quantity of grain to come from the U.S. Gulf of Mexico to the United Kingdom and ships are being chartered for this employment for loading up to January. Owners have a decided preference for this employment in the winter, as it permits a southerly route being taken to cross the Atlantic. Many of the ships lately chartered for bulk grain have been carrying similar cargoes across the Atlantic again and again during the year. When once a vessel has been loaded with bulk grain, it is convenient and economical to shuttle back and forth, bringing cargoes to this side without having to dismantle or re-erect the shifting boards. Being in position, the boards remain intact during the westward run in ballast, whereas every owner knows how many boards are missing after a voyage or two when the fittings have been stowed away for future use.

Entry of U.S. Reserve Ships

A result of the extensive recommissioning of laid-up U.S. tonnage is that a comparatively small number of British and other non-American vessels are being chartered this year to take grain to India from the U.S. Gulf and North Pacific ports. For the same reason, Great Britain's import of Calcutta coal is not occupying much British tonnage. While most owners were holding for about 130s. for this employment, American ships coming to India with grain were offered at less rate, say about 98s. (but in dollars), to carry coal from Calcutta to the United Kingdom. Liberty vessels are not, of course, of an ideal type for loading in Calcutta, owing to their deep draught and lack of high power. To get out of Calcutta with a maximum of cargo, it is often necessary to have high speed, in order to secure advantage of high tide and clear the Hooghly before the waters recede. It is not economical for shippers to supply a large amount of completion cargo down the coast at Vizagapatam. In spite of the heavy

chartering already completed, reports from New York are full of the expectation of much more business to be done.

Droughts in the Southern Hemisphere have ruined the prospects of the Plate market and cast some doubts on a fully successful season for Australian grain shipments next year. However, the market on this side for the purchase of grain cargoes is fully alive and can be supplied by the bumper harvests which have been gathered in North America. Lumber, sugar, phosphate and sulphur occupy the ships which are not taken up for coal and grain. The outward market is mainly represented by time charter trips for account of the liner companies, but time charters are not only for account of the lines. Merchants and freight contractors are taking vessels for time charter periods of 6 to 12 months and even longer.

The Freight Market

Business was somewhat interrupted last week by the distractions of election time. The Ministry of Food chartered the *Admiral Codrington*, *Woodford*, *Thetis* and *Stanroyal* for heavy grain from the St. Lawrence to the United Kingdom or Continent between Antwerp and Hamburg at 26s. 3d. per quarter, for loading in November. Coal chartering from Hampton Roads was quieter, but included a contract for 35 10,000-ton cargoes by "Orion" vessels, Hampton Roads to Antwerp-Kiel range, for loading between January and June at \$10.50 per ton. In addition, a Liberty vessel is fixed for consecutive voyages, January to June, Hampton Roads to Antwerp or Rotterdam at \$10.50, option Germany at \$10.95; the "Orion" vessels will take eleven cargoes, Hampton Roads to Buenos Aires, basis \$10.15 between December and May. Another large coal contract was for 90,000 tons from Hampton Roads to Japan over 1952. Hampton Roads to Buenos Aires was done at \$18, November/December and to Karachi at \$22, November. The *Rotti*, 10,700/11,200 tons, 676,000 cu. ft. bale, was fixed for lumber and generals, North Pacific to U.K. at 185s. f.i.o., November 15/26, and the *Caledonian Monarch* for similar business at 180s., December, 9,100/9,300 tons, 498,000 cu. ft. bale. East of Suez there is not much to report. A Chinese vessel of 6,700 tons is fixed from Calcutta to Japan, coal, at the improved rate of 105s. per ton, November loading. Liners have been chartered for sugar, Mauritius to Colombo, at 72s. 6d., December, January and February respectively. The *Marinella*, November, and *Marpessa*, December, are fixed from Black Sea to U.K. for heavy grain at the high rate of 112s. 6d., with 1,000 tons discharge, option Antwerp-Hamburg at 110s., with 2,000 discharge. The *Kingsbridge*, 9,000 tons, has been chartered from Casablanca to West Coast/United Kingdom, iron ore, at 60s., November 5/20. Time charters include the following: *Dundalk Bay* (m.v.), 7,770 deadweight, 429,000 bale, 15 knots on 22 tons, a trip to New Zealand at 67s. 6d. per month, delivery U.K. November 5. *North Britain*, 9,660 tons deadweight, 489,500 cu. ft. bale, 10½ knots on 25 tons oil, a trip home from Sydney, N.S.W., to the United Kingdom via North Pacific at 39s. 6d. per month, January/February.

Air Charter Business

Chartering of aircraft has slackened a little in the past week, but travel agents are already inquiring tentatively for planes to implement their programmes for next season. The BOAC are resuming freight service to Singapore. Air traffic to many parts of Africa is affected by the trouble in Egypt. Longer routes involve the use of more fuel and therefore higher freight charges must be made.

SWEDISH SHIPPING AND SHIPBUILDING

IMPROVED POSITION FOR SHIPOWNERS

By THE SHIPPING WORLD'S Own Correspondent

THE freight market has shown a firmer tendency during the past weeks and there is a growing interest in the shares of shipping companies. These shares have undoubtedly been neglected and they have, moreover, not followed suit with the improvement of other groups of shares. There is also a marked rise in the gross income of the shipping companies. General expenses are heavily increasing, but the business results of the shipping companies are commonly predicted to be fairly good for the present financial year. The revived interest was mainly focused on the shares of the Swedish America Line, probably owing to the recent business transactions of the subsidiary company, South Atlantic Lines, Inc., of Panama. The latest rate paid of Kr.200 is the highest quotation hitherto for these shares, which are nominally valued at Kr.50. Since 1947 the dividend has been Kr.7.50 per share.

A representative of the Port of New York Authority, Mr. Donald Lowe, recently announced that he had asked the Federal Maritime Board to request the Swedish American Line, Rederi A/B Transatlantic, A/B Transmarin, of Helsingborg, and the Norwegian shipowner Wilh. Wilhelmsen to cancel the extra freight charges on Swedish wood pulp imported through New York. These extra charges were referred to as "illegal and discriminating." The Swedish American Line argued that the extra 50 cents per ton for delivery at Newark and 81 at other parts of the port of New York are just to cover the surplus costs at the port of New York; and that these charges were too insignificant to create a tendency among the charterers to avoid New York, in comparison with the wood pulp prices on the American market. In order to make a precedent the South American Line deems it necessary to go to law with the case.

Japanese to Share Privileges

It is probable that Japanese vessels will shortly be allowed to call at Swedish ports on the same conditions as those ruling for vessels of other nationality, and the Swedish Shipowners' Association, in a recent statement, approves a general grant for Japanese shipping trade with Sweden. The association is, however, doubtful as to the meaning of the phrase "under conditions similar" in the Japanese proposition and presumes that the Swedish Foreign Office will investigate the eventual privileges laid down in agreements with other nations and to decide whether Japanese vessels should share these special favours. The association also considers it important to obtain guarantees against a double taxation on shipping and aviation profits. Another desideratum in this connection is the compensation for losses caused by Japanese actions against Swedish vessels during the war.

At the beginning of September the Swedish merchant navy had a total of 2,202 vessels, aggregating 2,211,870 tons gross. The fleet was composed of 609 steamships of 662,681 tons gross, 926 motorships of 1,480,338 tons, and 667 auxiliaries of 68,851 tons. There were, however, 34 vessels, totalling 54,267 tons gross and 81,153 tons deadweight, laid up, with their crews signed off. Vessels arriving at Swedish ports from abroad during August represented 2,835 million tons net, while departures to foreign ports amounted to 2,878 million tons. Of the total arrivals and departures, 12.7 per cent were Swedish vessels, followed by Danish, with 18.8 per cent, Norwegian 10.4, German 8, British 3.8 and Finnish 3.7 per cent.

Luleå had its first shipment of Indian coal recently when the German steamer *Mai Rickmers*, carrying 8,000 tons of coal, arrived for discharge. The Swedish

State Railways had up till then received about 2,050 tons of Indian coal and another cargo of 8,700 tons was expected to arrive at Oxelösund at the end of October. Having in view the successful development in Great Britain of harbour radar, the Swedish Pilot Board has submitted a petition for land based radar equipment at the Vinga pilot-station on the approach to Gothenburg. The costs are estimated at Kr.70,000, whereas the proposed building of a new pilot watch house will cost Kr. 30,000. The board suggests that a number of important pilot-stations should be equipped with radar.

The proposed new oil harbour at Rödjan, Gothenburg, has been approved. As the harbour will be more affected by the seas than other parts of the port of Gothenburg it is the intention to let the Chalmers Technical Highschool at Gothenburg carry out a number of experiments with a model of the oil harbour. The cost of these experiments is estimated at Kr. 60,000, whereas the sum of Kr. 650,000 has been allotted for railways and roads within the harbour area. Authorisation has been given to A/B Svenska Shell to build storages in the south-west part of the harbour. In the north-east section Svenska BP Olje A/B is to build storages, as well as a private railway track.

Sweden's newest lighthouse, off the southern point of Oland, is now completed after five years' work. The lighthouse has a total height of 137 ft., of which 36 ft. are below the surface of the sea, the weight of the whole structure being about 25,000 tons. The eleven stores contain 60 rooms, including bathrooms, but not the storage of fresh water. The costs of the lighthouse amounts to about 4 million kroner.

Shipyard Reorganisation

The majority of the shares of the Gävle Varvs-och Verkstads Nya A/B has been taken over by Korsnäs A/B, the well-known sawmill company. However, the activities of the yard, which comprise new building, steel construction, plate work and the production of apparatus for the Swedish lumber industry, will still be carried on independently. The share capital is Kr. 1.2 million. After negotiations with Japanese steelworks the Uddevalla yard has succeeded in obtaining about 15,000 tons of ship's plates and frame angle bars, which, together with the import quota allotments, will meet the needs of the yard for at least one year. This shipbuilding material will probably be transported to Sweden in vessels of the Thorden fleet.

The floating dock recently ordered by the Uddevalla yard in Germany will be able to accommodate vessels of up to 31,500 tons, while its lifting power is estimated at 15,000 tons. The dock will cost about Kr. 7 million and the delivery from Gutehoffnungshütte is expected to take place in October 1953. To pump the water from the dock, which has a length of 530 ft., will take only two-and-a-half-hours. The largest floating dock at present in operation in Scandinavia, at the Eriksberg yard, has a length of 590 ft. and a lifting power of 23,500 tons. The Uddevalla Docking Company has been established with a minimum share capital of Kr.500,000 and a maximum of Kr. 1.5 million. The founders are Mr. G. B. Thorden, Mr. B. A. Ryding, Mr. Olof Sahlin and Uddevallavarvet A/B.

The drydock of the Lindholmen yard, which has undergone extensive improvement work since May 1950, is now receiving vessels again. Vessels of 20,000 tons may be docked, the capacity of the dock having been almost doubled. The first vessel to use the dock after the reconversion was a Danish tanker of 16,000 tons.

SHIP SALE AND PURCHASE MARKET

SHARP INCREASE IN PRICES

IN THE ship sale and purchase market report for the third quarter of this year, Harley, Mullion & Co., Ltd., state that although several other factors are substantially involved, tonnage values should in theory bear some direct relation to earning prospects and prices should accordingly be governed by freight rates. This, however, is too simple a generalisation as it would imply that, with the freight index down from 179.6 in July to 149.3 in August, prices should be easier, whereas in fact the reverse is true and prices have continued to rise.

Immediately after the outbreak of war in Korea freights rose rapidly and tonnage values began to rise in sympathy. Until recently it appeared that prices, despite substantial rises, still fell below the level that could be justified by immediate trading prospects. However, with further increases in tonnage values during the quarter, it might now be felt that prices have reached a level at which they can only be justified by any of the following considerations: (a) anticipated trading at present levels for at least another two years; (b) fear of substantial inflation; or (c) fear of world war. With regard to (a) it can be noted that the freight index for August still stood at 149.3 as compared with an average of 84 for 1950. It would not seem unduly optimistic to hope for good trading conditions for some while ahead. With values at their present levels *caveat emptor* might well be a guiding thought.

Considerable Purchase Inquiry

Despite the present high prices there has continued to be considerable purchase inquiry, particularly for large tonnage of modern or recent construction where transfer of flag can be arranged. Although only limited tonnage has been offering for sale during the quarter, the present level of prices now appears to be inducing rather more owners to contemplate selling. Prices for American built Liberty type tonnage form a ready guide to comparative values. The following sales indicate the trend of values:—

Sold	Tons d.w.	Buyers	Price
6/1950 Leicester	10,570	Brit.	£105,000
10/1950 Livia	10,840	Greek	£200,000
6/1951 Wyke Valley	10,568	Pan.	£400,000
8/1951 Benmar	10,770	Pan.	£455,000
9/1951 —	10,800	Pan.	£460,000

From negotiations in progress it would seem that the present day value of Liberty vessels on the transferable market is in the region of £485,000. Another sale exemplifying the extent to which prices have risen is that of a British motorship of about 10,200 tons d.w., built in 1942, 10½ knots, which at the time of writing was being closely negotiated by Dutch buyers at a price of about £600,000. In August the British motorship *Stylehurst*—about 9,240 tons d.w., built 1936—was sold to Swedish buyers at about £415,000. The following additional sales to overseas buyers form a good guide to the trend of values:—

	Tons d.w.	Built	Price	Buyers
City of Hongkong (oil)	12,000	1924	£170,000	Ital.
Pacific Exporter (m.v.)	11,000	1928	£285,000	Ital.
Ira (oil)	9,653	1944	£425,000	Pan.
Stancourt	8,050	1924	£175,000	Brit.
Leon de Nervo	8,000	1924	£140,000	Ital.
Biafra	7,976	1919	£95,000	Pan.
Kerma	7,474	1938	£140,000	Ital.
Cisneros	3,564	1926	£95,000	Indian
Gemita (m.v.)	3,500	1947	£750,000	Icelandic
Danvig (oil)	3,340	1941	£270,000	Finn.
Vulcanus	3,100	1907	£130,000	Ital.
Lutz (oil)	2,470	1933	£130,000	Indian

Burdensome taxation and threatened dividend limitation have given little incentive to British owners to accept the risk of increasing their fleets at current prices and as a consequence activity on the British market during the past quarter has been limited. In July the Canadian-built coal-burning steamer *Fort*

Spokane—10,300 tons d.w., built 1942—was sold to British buyers at about £315,000—a figure substantially below her present value; the previous sale of this type of vessel was that of the *Fort Enterprise* which was sold in June, also by the Ministry of Transport, at a price of about £306,000. The oil-burning "Empire" steamer *Crookborough Hill* was sold to British buyers in July at about £350,000. The following additional British to British sales are reported:—

	Tons d.w.	Built	Price
Dunelmia (oil)	9,230	1929	£287,000
Hawkinge	4,400	1943	£185,000
Benveg (m.v.)	1,320	1949	£137,500

German buyers have again entered the market after a pause of some months and the following sales are reported:—

	Tons d.w.	Built	Price
Thomas Holt	4,130	1929	£85,000
Lindelff (oil)	9,150	1937	£360,000
Hopcrest (m.v.)	9,595	1935	£460,000
*Ulysses (oil)	11,371	1930	£200,000

*Requiring machinery repairs

Other sales are pending, but German currency licences do not appear to be readily given and no great volume of business is anticipated.

Japanese Buyers Re-enter Market

There has been some resumption of buying on the part of Japanese owners, but this is limited by currency shortages and preference appears to be given to transactions on a terms basis involving only a small initial cash payment. As an example, the British steamer *Harmatris*—9,202 tons d.w., built 1932—which was purchased at £220,000 on the basis of delivery in the United Kingdom, was almost simultaneously resold to Japanese buyers with delivery Japan at the substantially higher price of £300,000, of which 40 per cent cash and the balance over 12 months; several similar transactions are being negotiated. Other projected sales to Japanese buyers have not been consummated as Japanese import and currency licences have not been forthcoming. It is interesting, therefore, to record that the proposed sale of a British oil-burning steamer of 8,600 tons d.w. and about ten years of age, received the approval of the Japanese authorities but was not completed in the absence of British Ministry of Transport approval. It is understood that during the quarter the Japanese authorities allocated a total of \$3,000,000 for ship purchases in the dollar area, a similar sum for purchases in the sterling area and a further sum of \$4,000,000 for purchases of shipping from Hong Kong. It is anticipated that similar allocations will be made during the final quarter of 1951.

With tanker rates continuing firm there has been considerable purchase inquiry, particularly for modern charter-free tonnage, although there is still a ready market for old tankers. However, with little tonnage seriously offering for sale, activity has been restricted and few sales are reported. Italian interests have taken the British motor tanker *Llanarth*—12,585 tons d.w., built 1931—which realised about £275,000, buyers taking over balance of time charter at 16s. until August/September, 1953. Also sold to Italian interests was the oil-burning steam tanker *British Sailor*—8,450 tons d.w., built 1918, survey due, engines amidships—and the price realised was in the region of £100,000.

MORE than 25,250 Dunlopillo mattresses were supplied to British shipowners throughout the country during the period 1946-50. A total of 1,920 pillows was also provided. The total number of ships equipped was 801.

SUNVIC CONTROLS, LTD., Sunvic House, 10 Essex Street, Strand, London, W.C.2, are to manufacture and sell the range of pneumatic process control instruments manufactured by Moore Products Company, Philadelphia, U.S.A., throughout the British Commonwealth, excluding Canada.

WILLIAM DOXFORD & SONS, LTD.

DR. E. P. ANDREA'S STATEMENT : JUSTIFICATION FOR A HIGHER DIVIDEND

THE 59th annual general meeting of William Doxford & Sons, Ltd., was held in London on October 26. The following are extracts from the speech of the chairman, Dr. E. P. Andrea:—

The results of another year of continuous full employment are recorded in the accounts, and will, no doubt, be considered satisfactory. The trading account, after charging £47,545 in respect of special expenditure on research, shows a profit of £600,442, and the net profit is £267,442, an increase of £33,009. The sum now available for appropriation is £382,848. Of this sum, £100,000 has been transferred to general reserve and £18,219 to capital reserve for plant extensions and renewals.

We are again recommending the capitalisation of £50,000 from undivided profits. If approved, the issued ordinary capital will be 650,000 shares of £1 each, still a modest figure in relation to the capital actually employed in the business.

Notwithstanding the satisfactory results of the year, which provide ample justification for a higher dividend, your directors felt compelled, in view of the Government's declared intention to restrict dividends, to reduce the final dividend from 15 per cent to 12½ per cent, which, with the interim dividend of 5 per cent already paid, would be the maximum permissible for the year under review, if the proposed legislation reached the statute book. Our decision was made before the announcement of a General Election, and was based on our conviction that it would be against the interests of shareholders were we to ignore the proposed legislation of any Government for the time being in power, quite apart from the fact that, in this case, had we done so, we ran the risk of a still further reduction in the rate of our dividend for the following year.

A Compensatory Distribution

I am at a disadvantage in having to address you on the day following polling day, but before the final results of the Election are known. In any case, our dividend recommendation for the year under review must stand as already announced, but, in the circumstances, and in view of the ploughing back of shareholders' money, I think it would be only fair to shareholders to disclose the fact that, had it not been for the threat of enforced limitation, we had intended to recommend a final dividend on the ordinary shares of 20 per cent which would have meant a total distribution of 25 per cent for the year. This, in our opinion, would have been a proper recommendation, based on the merits of the case. I am further prepared to say that, if, for any reason, the proposed legislation for restriction of dividends were to be abandoned, then, other circumstances permitting, we as your directors would be willing to give prompt and sympathetic consideration to a compensatory distribution, possibly in the form of an early interim dividend in respect of the current financial year. Such a distribution would, of course, apply equally to the new issue of 50,000 shares proposed for your sanction at this meeting.

Some three years ago we embarked on a very far reaching scheme for remodelling our shipyard layout to enable us to take full advantage of the latest methods of pre-assembly. This involved the erection of three new welding shops, a new and extensive A.C. welding grid, and much other plant essential to the scheme. I am happy to be able to say that this major reorganisation is to all intents and purposes complete. The last of the new shops has been brought into use, and, up to the present, the results obtained from the employment of our new methods have been highly encouraging and promise to fulfil all our expectations. Our only fear is that we may be prevented from making the fullest and most economical use of our new facilities

by the present shortage of steel, which is the lifeblood of our industry.

Towards the realisation of our plans, including improvements in the engine works, we have expended during the year under review approximately £245,000 and similar commitments on capital account are contemplated over the next few years, during which we hope to be able to progress with a scheme for the extension of our engine works to enable us to cope with increased demands. These developments will call for substantial capital sums for which we hope to be able to make provision, as we have done in the past, by ploughing back adequate sums from annual profits.

During the year under review, our works were again fully employed. We completed and delivered to their owners four oil tankers and four dry-cargo vessels, all, of course, fitted with Doxford oil engines. In addition, in our own shops, we built several other sets of engines and installed them, at our Palmers Hill fitting-out quay, in ships built by other shipbuilders. Palmers Hill, though situated a little farther down the river, is now an integral part of our organisation. It is particularly well adapted for the fitting out of even the largest ships that can be built on our river, and its extensive shops have been equipped specially for the manufacture of spare parts for Doxford engines. We hope, in consequence, before long to be in a position to give prompt delivery "off the shelf" as it were, of all spare and replacement parts required by our clients.

Last year I mentioned that we had written off, out of profit and loss account for engine research and development expenditure, the sum of £35,759, and from this year's figure it will be seen that special research expenditure has amounted to £47,545. A second and larger experimental engine is now nearly completed, from which, it is hoped, important results may be forthcoming.

The General Election

Among successful candidates in the General Election of special interest to readers of THE SHIPPING WORLD are Mr. G. H. C. Bing (Lab.), Hornechurch, director of the High Hook Shipping Co., Ltd.; Col. R. S. Clarke (Cons.), East Grinstead (East Sussex), director, Steehenson Clarke, Ltd.; Mr. R. Ewart (Lab.), Sunderland South, member of River Wear Commissioners; Mr. L. D. Gammans (Cons.), Hornsey, director, White's Shipyard (Southampton), Ltd.; Sir Ralph Glyn (Cons.), Abingdon (Berkshire), director, J. Samuel White & Co., Ltd., and Griffiths, Tate (Insurance), Ltd.; Col. J. R. H. Hutchison (Cons.), Glasgow-Scotstoun, chairman, Ailsa Shipbuilding Co., Ltd.; Capt. Sir Peter MacDonald (Cons.), Isle of Wight, president, United Kingdom Pilots' Association; and Mr. J. S. Maclay (Lib. Cons.), Renfrewshire West, director, Maclay & McIntyre, Ltd. Among the unsuccessful candidates were Mr. R. W. Casasola (Lab.), Blackburn West, member of executive council, Confederation of Shipbuilding and Engineering Unions, and Brig. Kenneth Hargreaves (Cons.), Keighley, director, Williamstown Shipping Co., Ltd.

The Late Mr. Barclay Hogarth

The death has occurred of Mr. Barclay Hogarth, chairman of the Clyde Navigation Trust, and a partner in Hugh Hogarth & Sons. Mr. Hogarth was elected a member of the Clyde Navigation Trust in 1933, and became deputy chairman in 1946 and was appointed chairman a year later. He held similar posts in the Clyde Pilotage Authority, and was chairman of its executive committee. He represented the West of Scotland on the executive committee of the Dock and Harbour Authorities' Association, and he was also a director of Glasgow Dean of Guild Court. Hugh Hogarth & Sons are managers of the Hogarth Shipping Co., Ltd., the Kelvin Shipping Co., Ltd., Iberia Shipping Co., Ltd., and also the shipbroking firm of Hogarth, Sons & Co., Ltd.

COAL AND OIL

GROWING OIL REFINERY CAPACITY

ALTHOUGH the loss of the Abadan refinery, with its capacity of 450,000 barrels daily, has created considerable difficulties in the western world, these difficulties continue to be successfully overcome. The first step undertaken was to make arrangements for the months of September and October, and these have now been extended to the end of the year. After that, the position should in any case be considerably easier. According to estimates made by the American Foreign Petroleum Supply Committee, the refining capacity of the world is growing at present at a rate which would add capacity of 700,000 to 800,000 barrels a day in the course of twelve months. Although American domestic consumption, the largest single factor in the world's demand for oil, continues to rise, it appears that it should not be necessary to do more than check the rise for some months for the situation to be successfully stabilised again.

U.S. Fuel Oil Exports

EXPORTS of fuel oils from the U.S. are expected to be reduced sharply this winter due to peak domestic requirements, but ample petrol will continue to be available for export. U.S. companies have already committed themselves since last July to supply the U.K. with over 44,000,000 barrels of crude and products for lifting by December. Exports of refined products from the U.S. account for approximately 8,000,000 barrels this month, the remainder being from Caribbean and Middle East sources. The cooperation of the Foreign Petroleum Supply Committee, with its British counterpart, the British Overseas Supply Advisory Committee, is viewed in the United States as being able to meet any major shortage. Overseas supplies of heavy fuel oil have been stepped up appreciatively through the cooperative efforts of the oil industry. Output has been increased in Europe and the Middle East by the fuller use of existing refining facilities, new additions to plants and by running to lower quality but higher volume products. American production of heavy fuel has been stepped up substantially due to the high level of refinery runs maintained this summer, and costs are 16 per cent higher than a year ago, despite exports of residual fuel and diversion to the Eastern Hemisphere of some of the Caribbean heavy fuel that normally would have been imported.

Tanker Market Position

CHARTERING activity in the sterling area during the past week has again been confined chiefly to Continental charterers, who absorbed a number of fairly early vessels for consecutive voyages over six to twelve months. According to the review of the tanker market by E. A. Gibson & Co., Ltd., high premiums were conceded in order to make the business attractive, but the general policy of most owners appeared to be one of holding off and fixing voyage by voyage as and when tonnage became prompt. Further substantial increases in rates to the extent of U.S.M.C. plus 35 per cent over and above those obtained in the previous week, clearly indicated that the peak had by no means been reached. Howard Houlder & Partners, Ltd., state that the situation which has been apparent for some time, whereby for various reasons a shortage of tonnage for oil deliveries over the coming winter months was expected to operate sharply in owners' favour, became accentuated. The curve of freight rates for single-voyage fixtures continued its upward trend, with owners resisting the temptation to take very remunerative terms for period cover until spring 1953. As expected, the large French charterers' acute position caused them to lead the way and they have paid the equivalent of U.S.M.C. plus 145 per cent for single voyages and

plus 135 per cent for several consecutives from Sidon-Tripoli/France. The sliding scale rate for 12 to 15 months was increased at the upper end with the premium up to 150 per cent above M.O.T. schedule going to owners and only percentages over this being shared with charterers. A strong all-round demand for sterling tonnage exceeding the supply is causing rates to rise steadily, and there is no sign of any check in this movement, state John I. Jacobs & Co., Ltd. The same applies in the case of United States dollar tonnage, although not quite to such a marked extent. The most pressing demands are still from the Persian Gulf and Sidon or Tripoli. The review of Arthur Rapp, Ltd., states the chief feature has been the increased activity on the American Coast which has been anticipated for some time. Consequently rates in the United States domestic trade have risen. Davies & Newman, Ltd., report that the strong demand for tonnage has been well maintained. One of the London major companies succeeded in securing a Norwegian vessel of about 11,000 tons for consecutive voyages, commencing in December up to March, 1953, at M.O.T. plus 170 per cent, and this business can be repeated probably at a slightly higher rate.

Shorter Items

EXPORTS of coal and coke through the Humber ports in the four-weekly period ending on October 7 reached 445,978 tons (last year 339,825 tons), the increase of 86,153 tons being mainly accounted for by over 42,000 tons of coal slurry shipped to Denmark, and greater quantities of coastwise coal.

THE U.S. Economic Cooperation Administration has asked for 100 more Liberty ships from the reserve fleet, to carry coal to Europe, by November 30. This will increase the number of ships that E.C.A. has requested from the reserve fleet since last March to more than 400. Most of the ships are being used to carry wheat to India or coal to Europe.

THE RISE in exports at the South Wales ports in the four-weekly period ending on October 7 was, to a large degree, attributable to reshipments of oil and spirit, which amounted to 338,825 tons, against 195,288 tons in the corresponding period of last year. Coal exports so far this year have totalled 2,227,619 tons, against 3,810,752 tons last year; on the other hand, shipments coastwise have risen from 2,418,167 tons to 2,846,790 tons. The leading position held by Swansea can almost entirely be attributed to the oil trade. The total of oil which passed through all the ports, both in and out, was 5,204,808 tons, against 3,756,072 tons; of this, 4,857,339 tons went through Swansea this year compared with 3,464,467 tons in the corresponding period of 1950.

OFFICIAL NOTICE

Increase of Capital

R. & H. GREEN & SILEY WEIR, LTD., 130 Leadenhall Street, London, E.C.3.—Increased by £700,000, in £1 ordinary shares, beyond the registered capital of £800,000.

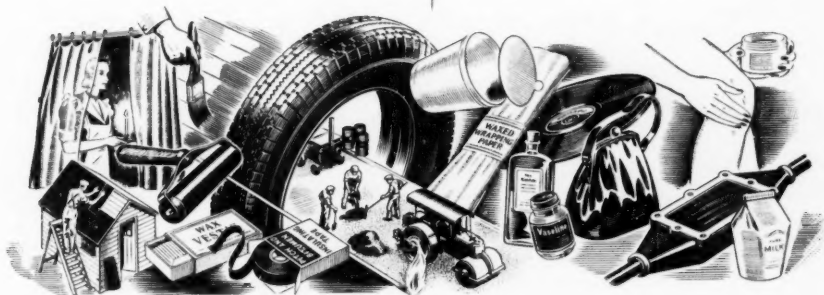
Silver Line Reorganisation

The Silver Line, Ltd., has completed arrangements for the withdrawal of its vessels from the Silver & Java Pacific Lines' trades. The decision was one called for by changes in policy and reorganisation of the company. Silver Line thus severs the long partnership with N.V. Stoomvaart Maatschappij "Nederland" and Koninklijke Rotterdamse Lloyd, N.V. All the trades up to now covered by the Silver & Java Pacific Lines will in future be operated by the Java-Pacific Line of Amsterdam and Leif Hoegh & Co., A/S., of Oslo, the latter having for many years operated vessels in these trades under the aegis of Silver Line. The new combination will operate under the trade name "Java-Pacific & Hoegh Silver Lines." As from November 15, inquiries for sailing opportunities, freight rates and space should be made of Keller Bryant & Co., 9/13 Fenchurch Buildings, London, E.C.3.

INTERESTING FACTS ABOUT OIL

No. 8. *What are oil products?*

(continued)



Asphaltic Bitumen: was used in about 3,800—2,500 B.C. by the Babylonians in what is now Iraq. It is most familiar to us as a material for making and repairing roads. Roofing felts and damp courses generally owe their waterproof quality to bitumen, and textile fabrics and paper so treated provide waterproof wrappings. Bitumen is compounded with rubber in tyre manufacture and is largely employed in the composition of moulded cases such as those for car accumulators. It is pre-eminent as a preservative in the manufacture of certain types of paints. Being a good insulator it is used as a filler for electric cable junction boxes and for insulating tape.

Waxes: The three commercial forms, crystallin paraffin wax, petroleum ceresin and petroleum jelly are obtained from the base stocks used for the manufacture of lubricating oils.

The soft grades of paraffin wax are mainly used for the manufacture of matches, candles, and tapers; the harder grades for waxing paper food-wrappings, impregnating food cartons, waterproofing fabrics and leather, electrical insulation, shoe and furniture polishes.

Ceresins have a wide application in protecting materials which deteriorate on contact with humid air, in sealing and damp-proofing and also for electrical insulation.

Petroleum jelly is a familiar product and is used in a variety of pharmaceutical and cosmetic preparations.

Solvent extracts: These mainly refer to extracts from kerosine and lubricating oil bases. The kerosine extracts are of particular value because of their high solvent

power for natural and synthetic paint mediums. Lubricating oil extracts are highly viscous and increasingly used as pigmented mastics for flooring. Liquid extracts are used in rubber compounding and as partial substitutes for linseed oil in certain paints and distempers. Special low viscosity extracts are used in the manufacture of poly vinyl chloride (P.V.C.) plastics, from which bags, mackintoshes, curtains, etc., are made. Their high electrical resistance and plasticity at low temperature makes them especially valuable in the electrical industry.

Carbon Black: This is chiefly used in compounding both natural and synthetic rubbers to improve their tensile strength, heat resistance and wearing qualities. Tyres containing no carbon black may have a life of only 2,000 miles as against about 30,000 miles for treads properly compounded with carbon black. The other principal uses are in the making of inks, paints, lacquers and gramophone records.

Petroleum chemicals, additionally, are being put to an enormous diversity of uses. Anaesthetics and antiseptics, fumigants, fruit ripeners and anti-freeze compounds: these are but a few of their forms from a range of applications too numerous to detail.



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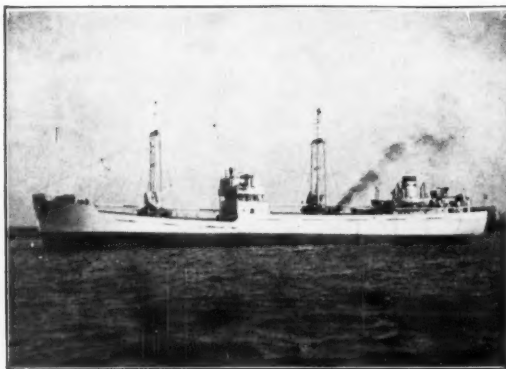
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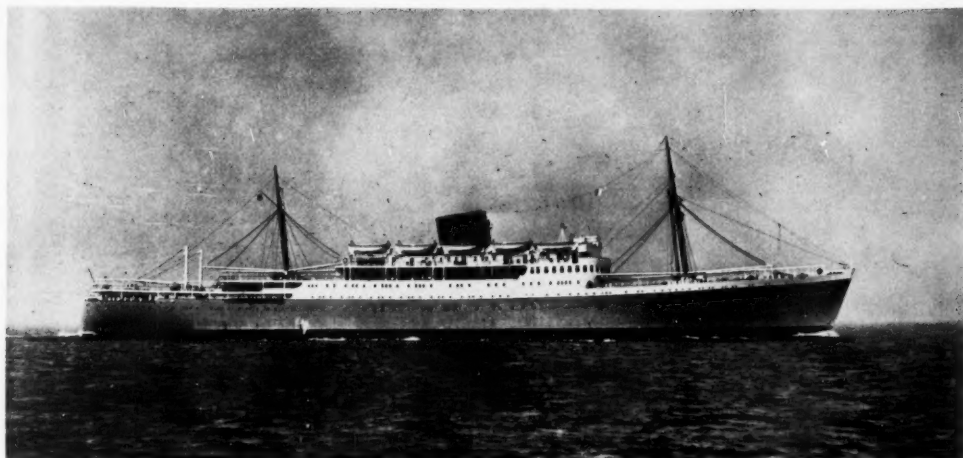
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THE "RHODESIA CASTLE"

SECOND UNION-CASTLE ONE-CLASS PASSENGER LINER

The passenger and cargo liner *Rhodesia Castle* has been delivered by Harland & Wolff, Ltd., Belfast, to the Union-Castle Line, and has sailed on her maiden voyage in her owners' Round Africa service. A sister ship, the *Kenya Castle*, is expected to leave on her maiden voyage early in 1952, and a third vessel of similar type should be completed about the end of that year. With the *Bloemfontein Castle*, completed in 1950, these three will make up a group of four modern single-class vessels.

The *Bloemfontein Castle* was the first Union-Castle single-class liner, and the design of the *Rhodesia Castle* and her sister ship incorporates many modifications that may have been found desirable as a result of experience with the earlier ship. It is noticeable that although the *Rhodesia Castle*, with a gross tonnage of 17,041 tons, is smaller than the *Bloemfontein Castle* (18,400 tons gross), the number of passengers carried has been reduced to a greater extent, being 530 in the former ship as against 739 in the latter. As the proportion of cargo space in the two ships is similar, the net tonnage per passenger may be used as a rough indication of the space allocated to passenger accommodation; this is

17.8 net tons per head in the *Rhodesia Castle*, as against 14.2 net tons per head in the *Bloemfontein Castle*.

A notable difference between the two ships is the reversion in the *Rhodesia Castle* to the two masts which used always to be an attractive feature of Union-Castle ships. The *Bloemfontein Castle* has her single mast abaft the bridge, a position which gives the most balanced appearance in a single-masted ship. Nevertheless, most people will undoubtedly be pleased that the distinctive Union-Castle silhouette is being maintained. It is also noticeable that whereas the *Bloemfontein Castle* is a motorship, the *Rhodesia Castle* has steam turbine propelling machinery.

The *Rhodesia Castle* is a twin-screw turbine-driven vessel, her principal particulars being:

Length overall	576 ft.
Length b.p.	540 ft.
Breadth, moulded	74 ft.
Depth, moulded	35 ft. 6 in.
Tonnage:	
Gross	17,041 tons
Net	9,435 tons
Deadweight	10,693 tons
Cargo capacity	43,550 cu. ft.
Speed	17½ knots



Library gallery



Lounge



Club room

There are four complete steel decks, a lower deck forward and aft of the machinery space, promenade deck and boat deck. The hull is divided by nine watertight bulkheads, all extending to the upper deck, and there is a continuous double bottom for fresh water, water ballast and oil fuel. The forward and after peaks are arranged for fresh water or water ballast. Deep fresh water tanks are also arranged at the sides of the shaft tunnel aft, and deep oil fuel tanks are fitted across the vessel forward of the boiler room.

There are two cargo holds forward and three aft of the machinery space, with corresponding cargo tweendecks. The lower holds, No. 1 lower and Nos. 1 and 5 main tweendeck spaces are arranged for ordinary cargo. Nos. 2, 3 and 4 lower and Nos. 3 and 4 main tweendeck spaces are insulated for the carriage of citrus fruits, etc., certain of the compartments being specially arranged for chilled or frozen produce. The refrigerating machinery is by J. & E. Hall, Ltd., the temperature of the cargo spaces being regulated by cooled air circulation. No. 2 main tweendeck is arranged for provisions, mails and baggage. The cargo hatches to the five holds are served by 11 tubular steel derricks, six of which are for 10-ton lifts, four for 5-ton lifts and one at No. 2 hatch for 30-ton lifts. The derricks are worked by electric winches. Two electric warping capstans are fitted forward and two aft. The streamlined rudder is operated by electro-hydraulic steering gear.

Passenger Accommodation

Passenger accommodation for 530 passengers is arranged for one class only and is of a high standard. There are 12 single-berth and 8 two-berth cabins, each with a private bath and lavatory, and 8 two-berth cabins with private showers and W.C.s. The remaining cabins have three or four



Two-berth cabin

berths. All cabins are fitted with hot and cold water supply, and with ventilation by directional louvres under the control of the individual passenger. Fares to Cape Town, via the West Coast, range from £57 to £100.

The public rooms include a dining saloon on the upper deck with seating for 280 passengers, lounge, smoke room and gallery library on the promenade deck, verandah on the boat deck, and club room, nursery and children's play deck on the bridge deck. The dining saloon is air-conditioned, as are the hairdressing shop and hospital.

Extensive open and covered promenade spaces, with sun and games decks, are provided and a large open air swimming pool is arranged between Nos. 4 and 5 hatches on the bridge deck. Between the after entrance and the swimming pool the bridge deck is enclosed by hinged and glazed screens for dancing and cinema shows. An electric passenger elevator serves the various decks.

Fire protection arrangements include the Lux-Riche fire detecting and extinguishing system for cargo spaces and Mather & Platt's Grinnell sprinkler system throughout the accommodation.

There are ten lifeboats, carried under Taylor gravity davits. They are diagonally-constructed wooden vessels, and none is propelled by oars. One has a diesel engine, the other nine being propelled by Fleming gear.

The radio installation has been supplied by the Marconi International Marine Communication Co., Ltd. Two transmitters are fitted, an "Oceanian" short and medium wave instrument for main traffic working, and a "Reliance" (a battery-operated set) for emergency and auxiliary use. Two receivers are fitted. The company has also supplied a "Lodestone" direction finder and "Visagraph" echo sounding equipment. The latest type of Cossor radar is fitted. The gyrocompass is a Brown A2 Mk.2. This is a complete unit incorporating the generator, switchboard and resistances, and with the steering repeater mounted on top and totally enclosed.

Propelling Machinery

The propelling machinery, constructed by the builders, consists of Parsons' triple-expansion, double-reduction geared turbines, driving twin shafts. The ahead turbines are of all-reaction type, while the H.P. and the L.P. astern turbines, incorporated in the L.P. ahead and the L.P. ahead casings respectively, are of impulse type. The L.P. turbines exhaust into underslung condensers of the Weir regenerative type, constructed by Harland & Wolff, Ltd. The turbines develop a total of 12,000 s.h.p. to give the ship her service speed of 17½ knots.

The propellers are three-bladed, solid with the boss, and are made of manganese bronze. Thrust blocks of the Michell type are arranged aft of the main gearcases.

Three oil-fired watertube boilers of Babcock & Wilcox latest design supply steam at a working pressure of 150 lb. per sq. in. at the superheater outlet, and temperature of 750 deg. F. One Howden-Ljungstrom motor-driven regenerative air pre-heater is incorporated in each boiler. The boilers



The Marconi "Lodestone" direction finder in the chart-room

Dining saloon of the "Rhodesia Castle"



work under the Howden system of forced and induced draught.

The condensate from the main propelling units passes through a three-stage system of regenerative feed heating before entering the boilers. The cooling water in the condensers is supplied by four vertical centrifugal circulating pumps, two for each unit. Two Cochran oil-fired auxiliary boilers supply saturated steam for the hotel services of the ship, tank heating, etc. The auxiliary system consists of non-vacuum condenser, hotwell drain tank and feed pumps. Two evaporators in conjunction with a distiller provide fresh water for main boilers and for ship's use.

The auxiliary machinery is electrically driven with the exception of the air ejectors, the standby main turbo feed pump and the auxiliary feed pumps, which are steam driven.

Electric power is supplied by two turbo-generators and three diesel generators, arranged in the engine room. The turbo-generators are single reduction geared, and have a capacity of 750 kW each. They are self-contained, with

surface condensing plant with air injector and attendant pumps. The diesel generators are of H. & W. design and manufacture, the engines being their latest two-stroke trunk eccentric type opposed-piston design, capable of generating 450 kW each. These are also complete in themselves, with pumps, coolers, filters, silencers, air compressors, etc.

Electrical Installation

The electrical installation for lighting and power totals 3,550 kW and is carried out on the two-wire system at 220 volts D.C. In addition to the main generating plant already described, an emergency supply is provided from one 75 kW diesel generator with a 220-volts emergency battery, which is automatically switched in to supply steering gear, emergency lighting and other emergency apparatus without interruption, should failure of the main supply occur.

The main generators supply power to the main switchboard through electrically-operated circuit breakers, and power is distributed through the main feeder section to masterboards and auxiliary boards throughout the vessel. The emergency and main switchboards are interconnected.

The engineroom and deck auxiliaries are electrically operated, and also the refrigerator plant, steering gear, galley and pantry gear, including electric cooking equipment, air conditioning and ventilating plant, elevators and lifts. The heating of the vessel is carried out electrically.

A low power installation is supplied through a low-power switchboard fed by two motor generators and a nickel-iron 24-volts battery. A luminous call system throughout the passenger accommodation, call bells elsewhere, telephones and other apparatus are connected to this board.

The lighting throughout the vessel is up to the best modern standards, the public rooms having principally indirect lighting from coves in the decoration. Special floodlighting, over-side lighting and luminous signs throughout the vessel are also provided.

Refrigerating Machinery

The refrigerating machinery is electrically driven, and long distance electrical thermometers are installed in each of the fan cooler rooms and provision rooms with a multiple way indicator in the refrigerating machinery room.

The electrically-operated watertight doors are of Harland & Wolff's manufacture and are arranged with both main control from the navigating bridge and local control, indicators being provided from the bridge and at each station above the margin line to show whether the doors are open or closed. A warning bell is fitted adjacent to each door.

Telephones are provided for navigation between the bridge and docking bridge, fore-castle, engine room and steering gear, and also between the chief engineer and the engine room. For service telephones, a 25-lines automatic exchange is installed for communication between captain, officers, engineers, pursers' offices, and personnel accommodation generally.



A view of the ship in King George V dock, London

DANISH SHIPPING AND SHIPBUILDING

RENEWAL OF THE COASTAL FLEET

By THE SHIPPING WORLD'S Own Correspondent

THE FIRST Danish ship built from Marshall Aid funds has just been delivered from Holbæk shipyard. A number of smaller vessels of less than 500 tons gross are building as a badly needed renewal of the Danish coasting fleet. Altogether nine vessels are contracted for or under construction in Danish yards and eight in foreign yards. The total tonnage amounts to about 6,000 tons and the building price will be about Kr. 2,500 per ton gross, which means a total of about D.Kr. 15 million. Several of these vessels are being built with Marshall Aid, and the interest shown in applying for a share of the Kr. 10 million set aside for this purpose was so great that a further Kr. 3 million was transferred from allocations to other industries; and this sum has also been used up. Negotiations are taking place to try and secure a further sum by transfer of allocations to other industries.

The Danish National Bank has made a claim against J. Lauritzen, of Copenhagen, amounting to D.Kr. 4 million (about £200,000). The case is that this owner, among other Danish owners, had a large sum of money due from America as reparations from the war years. Many of the owners have used the money to contract new tonnage and in 1948 Lauritzen received the approval of the authorities to build a tanker in America. Shortly after, however, a more advantageous offer was received from Lindholmens Værft, Gothenburg, for the building of a tanker to cost Swedish Kr. 9½ million, payable in dollars, and this was accepted by Lauritzen with approval of the Danish authorities. The yard went ahead with the building of the tanker and in the meantime negotiations between the National Banks of Denmark and Sweden resulted in only the material having to be paid for in dollars. In July/August 1949, when there was talk of devaluation, the Danish National Bank demanded that Lauritzen repatriate the dollars due to them in America. Lauritzen refused, pointing out that they had the right to use the dollars to counteract the rise in prices which would be caused by a devaluation. The National Bank now claims that permission to use the dollars became void when the contract for the tanker was changed and therefore, according to the rules then in force, the money should have been repatriated. By failing to do this the owner made a profit on the rise in exchange amounting to Kr. 4,018,333, which the National Bank now claims.

Coal from Greenland

There has never been proper balance in the shipment of cargoes between Denmark and Greenland, and cargoes to Greenland have always had a greater weight and measurement than the homeward cargoes. A step towards levelling this difference has been made by the export of coal from Greenland to Denmark and the first cargo of 600 tons has already arrived at Copenhagen in the motorship *Sigrid S.*, of 725 tons deadweight. The Greenland coal mines have been in operation for several years and have been of considerable importance to the local fuel supply, but the coal has never before been exported; and it would not in normal times pay to do so.

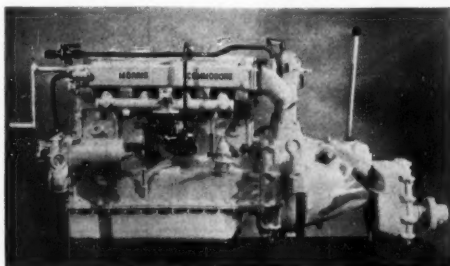
At an ordinary general meeting of the Elsinore shipyard, Mr. H. P. Christensen, director, stated that all the departments of the yard had been busy with both new building and repair work and the number of orders received was satisfactory. The unsettled political situation was, however, still causing considerable difficulties with regard to delivery of materials and equipment. There had been great difficulty in obtaining steel from abroad and it was due only to the considerable supply received from the Danish rolling mill that the yard had been able to fulfil its building programme.

The modernising and expansion of the yard was continuing. Wages paid during the past business year amounted to about Kr. 25 million (€1,250,000), and 2,500 workers had been employed. A meeting has been held at Aarhus shipyard, Mr. H. P. Christensen, director of the Elsinore shipyard, Mr. H. Nielsen, director of Aarhus shipyard, and the Aarhus port authorities regarding a proposal to build a new shipway in the port. The shipway is to be able to take vessels of 1,000 tons and will cost about €15,000. A preparatory meeting has been held at Svendborg Staalskibsværft regarding a possible Marshall Aid grant to the yard. If it is carried through the yard will be considerably modernised in order that it may be better able to compete with other yards.

On October 3, C. K. Hansen, of Copenhagen, took over their first tanker, the motor tanker *Christiansborg*, built by Lindholmens Værft at Gothenburg. She is of 16,000 tons deadweight and on her trial run reached a speed of 15.3 knots. Her main engine is a K.M.W.-Sulzer two-stroke, single-acting diesel type 9 SD 72, and produces 6,300 h.p. at 125 r.p.m. Her dimensions are length 551 ft., breadth 64 ft., depth 38 ft. 6 in., and draught 29 ft. 10 in. Her capacity is 783,000 cu. ft. A week later the same yard launched the *Shetland*, a sister ship of the *Christiansborg*, but for Det Dansk-Franske D/S (A. N. Petersen), of Copenhagen. On October 11 Burmeister & Wain's yard at Copenhagen launched the motor tanker *Prometheus*, of 13,250 tons deadweight, building for Jacob Odland, of Haugesund. Her 6-cylinder B. & W. diesel of 5,750 h.p. will give her a speed of 14 knots on loaded trials.

New Morris Engine

A new version has been introduced of the Morris Commadore engine. Known as the Commadore Mk. III, it was shown for the first time at the recent International Motor Exhibition. This engine is an improved edition of the 6-cylinder Morris "Commadore" Mk. II. It has been given push-rod operated overhead valves, and falls into line with the new Morris "Vedette" Mk. IV and Morris "Navigator" Mk. II engines in being specially designed for ease of accessibility in confined spaces. The new engine is of larger capacity, now 4.2 litres, but it can be rated down to 36 b.h.p. at 2,000 r.p.m. for continuous heavy duty service at a low fuel consumption. It will be offered in petrol or vaporising oil models. Other features include the provision of hand starting at both ends of the engine and full equipment and instruments. Thermostatically controlled fresh water cooling is available if required. The extra power has led to the reverse gear box being completely redesigned, and it is now of the same pattern as the Morris "Sea Lord" diesel engine.



The Morris "Commodore" Mk. III



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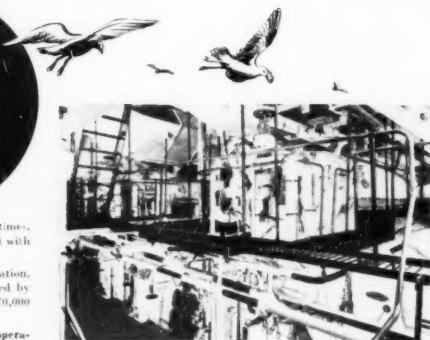
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* Built by Swan Hunter & Wigham Richardson Ltd.

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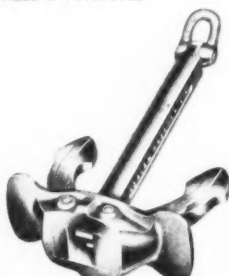


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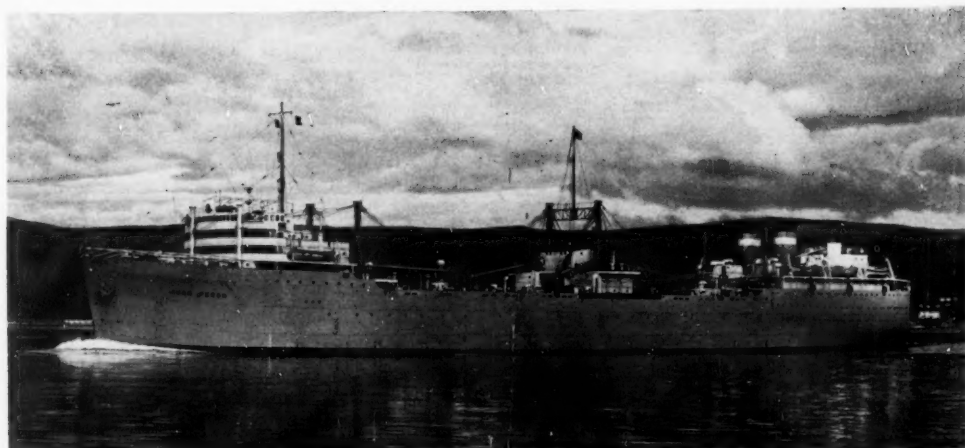
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WHALING FACTORY SHIP "JUAN PERON"

LARGEST WHALING VESSEL IN THE WORLD BUILT FOR ARGENTINA

CLAIMED to be the largest whaling factory ship in the world, the twin-screw motor vessel *Juan Peron* has been completed at Belfast for the *Compania Argentina de Pesca*. Built by Harland & Wolff, Ltd., the *Juan Peron* will not be engaged in Antarctic whaling this season owing to the lack of whalecatchers. Of 24,570 tons gross, the *Juan Peron* is of the two-deck type, with poop and forecastle, rounded raked stem and a cruiser stern with, in the centre, a skidway through which the whales can be hauled to the flensing deck. As is general in this type of vessel, the propelling machinery is fitted aft.

Built to the requirements of the Argentine authorities, the British Ministry of Transport, the Suez and Panama Canal authorities and the British Factory Act, the vessel has the following principal characteristics:—

Length overall	635 ft.
Breadth, moulded	80 ft.
Breadth at flensing deck	80 ft.
Depth to tank deck	38 ft.
Depth to flensing deck	61 ft.
Draught (summer mean)	34 ft. 7 in.
Deadweight	25,324 tons
Net tonnage	16,146 tons

The vessel has been built under Lloyd's Register special survey for their highest classification for ships carrying oil in bulk with a flashpoint below 150 deg. F. She is fitted with special arrangements for ventilating the factory space when flashpoint oil is being carried. To ensure efficient production, the flensing deck has been made as extensive as possible, the area measuring 323 ft. long by 80 ft. wide. Pieces of blubber, meat and bone stripped from the whales are dropped from this deck through small hatches into the various boilers and plant below for extracting the oil and byproducts.

For hauling whales on to the flensing deck there are two steam-driven fishing winches and two 40-ton steam winches. Two steam capstans are fitted at the after end of the poop deck for handling the special grab hooks which are fastened to the carcass before the start of hauling operations. There are also ten steam capstans, 14 derricks (12 of 10 tons and two of 15 tons), worked by 16 5-ton steam winches, and a 15-ton steam winch for handling the carcasses on the flensing deck. The steering gear is of the steam hydraulic type and is operated by telemotor control from the wheel-house.

A feature of the ship is the elaborate machinery installed for the processing of the whole residue after extraction of the oil, ensuring that no part of the carcass is wasted. The factory itself measures 358 ft. by 80 ft. Plant for producing oil comprises 16 Kvaerner rotating whaling units, and four press boilers and separators. There are also meat meal and liver oil extraction plants. The factory machinery is electrically operated, a total of 201 motors being installed for this purpose. The fore hold is insulated for the carriage

of whalemeat, the refrigerating machinery for cooling this space being installed at the fore end of the factory. Insulated cold chambers for the carriage of provisions for ship's use are arranged forward on the stores deck.

The ten main cargo oil tanks are subdivided fore and aft by three continuous longitudinal bulkheads. The tanks contain about 25,500 tons of oil at 39 cu. ft. per ton, with the necessary allowance for expansion. Under the machinery space is a double bottom suitably divided for the carriage of fresh water, oil fuel and lubricating oil. The bunkers have a capacity of 3,100 tons of oil at 39 cu. ft. per ton. Deep tanks for oil fuel, fresh water or water ballast are fitted under the forward hold, with a centreline bulkhead in each tank. The fore and after peak tanks, together with a tank under the skidway, are arranged for the carriage of fresh water or water ballast. Two cargo pump rooms are provided, one between Nos. 3 and 4 tanks and one between Nos. 6 and 7 tanks. A midship deckhouse on the flensing deck contains extensive workshops, including an engineers' workshop, blacksmiths' shop, carpenters' shop and an electrical workshop.

Accommodation

Accommodation for owner, master, factory manager, chemist, inspectors, secretaries, gunners, deck officers, radio officers, etc., is arranged in the bridge house, while the engineroom officers are accommodated in the after deckhouse. A dining room and a smoke room are provided for senior personnel and a mess room and lounge for officers. The seamen and engineroom personnel are berthed under the poop deck, cooks, stewards and mess boys being berthed in the forecastle. Factory workers and catcher crews are accommodated aft. The ship's complement is made up of a crew of 92, catcher crews totalling 136 and 256 factory workers, making a total of 484 personnel.

The galleys, pantries, butcher's shop, bakery, etc., and mess rooms for P.O.s, ratings, factory workers, stewards, firemen and catcher crews are situated under the forecastle deck. A recreation room for the crew is arranged at the after end of the boat deck, and this room, together with the factory workers' mess, is fitted with connections for a cinema projector. Two laundries equipped with electrically driven machinery are fitted, one being arranged forward and the other one aft. A hospital, together with consulting room and dispensary, is provided in the after deckhouse. Well fitted out, the hospital has X-ray equipment installed with a dark room for processing plates. A stores deck is built under the flensing deck forward of the provision rooms, bulk stores, etc.

Modern navigational equipment has been installed in the vessel, including a Brown type A gyrocompass and type E automatic helmsman, wireless, wireless telephony, direction finder, echo sounder, automatic fog signal, rudder indicator,

electric log and radar. In addition to a broadcasting system, there is a low power installation including loud-speaker and intercommunication telephones, engineroom telegraphs, crew alarms and call bells. There are about 1,500 lighting points throughout the ship. The electrical system is designed so that when the ship is used as a tanker all equipment not required can be completely isolated and made electrically dead, the remainder being fitted to operate under tanker regulations.

Four light alloy lifeboats with hand cranking gear and four steel lifeboats, one with motor, are provided for life-saving purposes. The rudder, which is of the double plate streamline design, has a stock of increased diameter for navigation in ice.

The Propelling Machinery

The twin screws of the *Juan Peron* are driven by two 6-cylinder four-stroke single-acting diesel engines of the Harland & W. type. Built by the shipbuilders, these engines have cylinders of 740 mm. diameter and 1,500 mm. stroke with under-piston pressure induction. Conservatively rated, the engines provide the necessary power for propulsion at 110 r.p.m. The cylinder covers and liners are fresh-water cooled, while the pistons are cooled with oil from the forced lubrication system. All auxiliaries, except the oil purifiers, are steam driven. Air for starting and manoeuvring is contained in two air reservoirs charged by two steam-driven air compressors.

Arranged forward of the main engines, the electric generating plant includes five single-acting four-stroke 125-kW 220-volts diesel-generator sets for supplying power to the engine room, deck auxiliaries, factory machinery, refrigerating plant, galley and main equipment, ventilation, wireless and radar, etc. The engines of these units were built and designed by Harland & Wolff, and each has six cylinders of 380 mm. bore and 570 mm. stroke. There are also one 120-kW 220-volts diesel-driven generator and one 120-kW 110-volts motor generator for lighting. A total of 345 motors is installed in the vessel, outputs ranging from 1/6 h.p. to 135 h.p. The total connected load is about 2,107 kW, the connected load for the factory alone amounting to about 1,520 kW.

Steam for the auxiliaries and the process work is supplied by six single-ended cylindrical multitubular boilers fitted for burning oil fuel with forced draught. The boilers are arranged on a flat above the diesel generators, an athwartships screen being provided to separate the boiler flat from the rest of the engine room.

In addition to the usual auxiliaries, there are three evaporating and distilling plants complete with their accessories, each plant producing 250 tons of fresh water per day. These units are so arranged that each one can work in single, double or triple effect when required.

Repair Ship for New York Tugs

An article published in the New York *Herald Tribune* has provided details of the vessel *Dalzell* which acts as a mother ship to 33 tugs of the associated fleets of the Dalzell Towing Co., Inc., Mutual Towing Co., Inc., and the Tice Towing Co., Inc. Acquired from the United States War Assets Administration in 1948, the vessel is built of reinforced concrete and saw service with the U.S. Navy as a PT boat mother ship at New Guinea. The *Dalzell*, now berthed at the Atlantic Basin in New York Docks, is fitted to service, repair and supply the tugs of the combined fleets, with a crew of 17 under the command of Capt. W. J. Lacey, port superintendent of the Dalzell Towing Co. It is estimated by the owners that if the work performed by the *Dalzell* were carried out by outside contractors the cost to the company would be increased by 50 per cent. The vessel is 137 ft. in length, 46 ft. in breadth, and has a draught of 7 ft. Part of the upper works and several of the holds house the Marine Ship Chandyler Co., a Dalzell subsidiary, while the remainder of the vessel is under the management of the Dalzell Maintenance Company. Below decks, the hull is divided into 11 deep compartments, most of which are used for storage. Mechanical hoists are provided to lift out heavy coils and other heavy equipment. The carpenters' equipment includes a 42-in. band saw, which, with the other machines, produces an average of 50 lb. of sawdust a day. This sawdust is collected by mechanical suction pipes and carried to a canvas bag for disposition. A mechanically cooling system is fitted in the electrical shop, which is situated in one of the holds. There are also two hot work shops, a pipe shop and a machine shop above deck. The Dalzell Towing Co., Inc., has celebrated its first century of continuous operation under family management.

ROUND THE SHIPYARDS

Work in Progress on Merseyside

By THE SHIPPING WORLD'S Own Correspondent

THE past month has been marked by an increasing tempo in shipbuilding and repairing activity on Merseyside. So far as shipbuilding is concerned, the main interest is centred in the Birkenhead shipyard of Cammell Laird & Co., Ltd., where activity continues unabated. The quarterly returns issued by Lloyd's Register of Shipping show that at September 30 there were 15 ships aggregating 109,895 tons gross under construction at the yard as compared with 11 ships of 93,590 tons at the end of June. There are, in addition, many more ships for which contracts have been placed and on which work has not yet begun. These include an order placed in the past month by Coast Lines, Ltd., for a cargo motorship of 1,400 tons deadweight. Altogether the firm has over 40 ships under construction or on order.

The outstanding event of the month was the launch of the tanker *British Crown*, building for the British Tanker Co., Ltd. The launch took place on October 16, when the vessel was named by Mrs. Northeroft, wife of Mr. E. G. D. Northeroft, former chief representative of the Anglo-Iranian Oil Company at Teheran. A ship of 28,000 tons deadweight, the *British Crown*, is one of six tankers of similar size, orders for which were placed by the British Tanker Company with various shipyards in 1948.

Speaking after the launch, Mr. W. Cary, assistant general manager of the British Tanker Company, warned that one thing British shipbuilders had to think about was the increasing competition from the German and Japanese shipbuilding industries. Citing specifically tanker construction, Mr. Cary pointed out that, while in December 1948 neither Germany nor Japan were building tankers, in September last year Japan was building 17 tankers of 110,000 tons gross and Germany one of 10,000 tons. In June this year Japan had eight tankers of 95,000 tons gross under construction and Germany seven of 91,000 tons.

Launches and Trial Trips

The next launch scheduled to take place from the Birkenhead yard will be that of a cargo liner of 10,000 tons deadweight ordered by the Lamport & Holt Line, Ltd. She is to be named *Romey* and will be the fifth ship to take the water from Cammell Laird's this year. The event is due on November 1. Work on the 12,000-ton cargo liner *City of Brisbane*—the biggest ship built as yet for Ellerman Lines, Ltd.—is nearing completion. This ship, which was launched on July 19, is expected to leave the wet basin for trials in the near future.

Amid all this shipbuilding activity, Cammell Laird is getting on with several interesting conversion and repair jobs. Among the more outstanding is the conversion of the liner *Gothic*, chosen for the Royal voyage to Australasia next January. The return of the Festival of Britain exhibition ship *Campania* has meant work for employees of the Birkenhead firm. This ship is now in the Bidston Dock where the festival exhibits and other special fittings are being dismantled. It is understood that the *Campania* will be restored to her former status as an aircraft carrier before being handed back to the Admiralty.

The general shiprepairing situation on Merseyside is indeed healthy at the moment. Unemployment has reached the lowest figure since September 1947. According to the latest return there are 1,089 ship-repairing workers unemployed, a reduction of 131 compared with the previous return. It is not improbable that there will be yet further improvement when the next return is made, since Merseyside is now approaching the busy winter season of liner survey and overhauls. Latest reports indicate so far as the Atlantic trade alone is concerned there will be about 16 liners totalling 292,301 tons gross coming to the port for this purpose during the next few months.

RECENT TECHNICAL DEVELOPMENTS

New Large Strainer

Auto-Klean Strainers, Ltd., exhibited for the first time at the Engineering & Marine Exhibition, the new large T.K. strainer with 5.7-in. elements. The strainer element is made up of a number of metal plates with a washer between each. The gauge of the washer determines the degree of filtration. Two sizes of plates are used, the outside diameter of the smaller being equal to the inside diameter of the rim of the larger. Between the rims of the larger plates there is a strong cleaner blade, the top of which rests on the outside edge of the smaller plate and overlies the straining mesh. The liquid being strained passes through the narrow slots at the edges of the plates, flowing from the outside of the element to the inside and depositing solid matter on the edges of the plates; by turning a handle at the top of the strainer either manually or mechanically, the plates are revolved against the fixed cleaner blades and the solid matter is removed from the element and deposited in the sump. Auto-Klean T.K. strainers can now be supplied with elements of 1.5, 3.15 and 5.7 in. diameter of meshes down to 0.001 in. (25 microns). The Auto-Klean T.K. strainer is a welcome addition to the company's range, particularly for marine installations where ultra fine meshes are required in strainers occupying no more space than those previously in use. The T.K. strainer element is interchangeable with the element of standard Auto-Klean design. The capacity of the twin element T.K. strainer shown at the exhibition is about 80 tons of lubricating oil per hour with 0.005 in. mesh or 450 tons per hour with 0.003 in. mesh.

Radio-Frequency Edge Glueing Machine

Mass production methods can now be applied to the manufacture of timber panels, with the aid of a new machine which can produce more than 20 sq. ft. of blockboard in a few minutes. This machine, the G.E.C.-Fielding radio-frequency edge glueing machine, is the first of its kind to be produced in Great Britain. It has been developed jointly by Fielding & Platt, Ltd., and the General Electric Co., Ltd. The main advantages of radio-frequency glue-setting, which has been used successfully in other sections of the woodworking industry, are speed and economy; and it enables considerable thicknesses of material to be heated uniformly without the necessity for long holding periods while the heat is slowly conducted inwards from the surface. Thus heating times are reduced and, in addition, the relative electrical properties of timber and glue are such that the heat is concentrated in the glue line (where it is wanted) and is not wasted in heating up the large mass of the wood. The G.E.C.-Fielding machine has been designed for the production of boards from 36 in. to 80 in. in length, up to 40 in. in width and from $\frac{1}{2}$ in. to 2 in. thick from battens or offcuts. In any board, the strips must be of uniform thickness but need not be accurately cut to length. The strips may be of any convenient width and single boards can be made up from strips of various widths, providing that the thicknesses are uniform. Production rates depend on the size of the boards, and vary with the moisture content of the wood and the type of glue used. As an example of production rates, boards 80 by 40 by 1 in. have been made from strips 2 in. wide in five minutes. The glued boards coming from the machine are fully set and ready for the



The G.E.C.-Fielding radio frequency machine. The radio-frequency generator is the taller unit, standing at right angles to the press

next manufacturing process, and as they remain comparatively cool, they can be handled straight from the press. No jigs or clamps are needed as there is no question of storing the boards while the glue sets.

The edge glueing machine comprises a pneumatically operated press (with a feed table and automatic loader) to which radio frequency power is supplied, through a matching unit, from a G.E.C. 5-kW radio-frequency generator. A simple glue spreader is also included in the installation. An electrically driven air compressor and reservoir are built into the plant, to supply air for automatic operation of the press. The feed table, which has a stainless steel top, is fitted with stops along both edges so that it serves as a lay-up table for the strips coming from the glue spreader. The load matching unit ensures the most efficient use of the generator at all times and enables the machine to be adjusted for the most rapid heating rates, irrespective of the dimensions of the boards being produced.

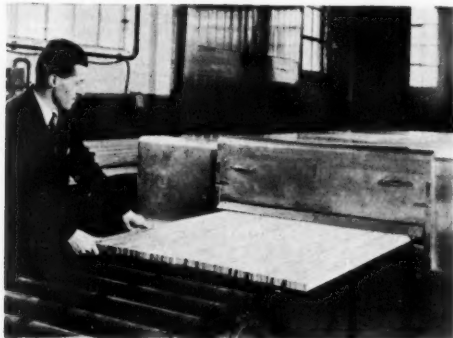
Operation of the machine has been reduced to the simplest possible form. Once the prepared strips have been assembled on the feed table, the operator presses a button, which sets the automatic loader arm in motion and feeds the board into the press. The remainder of the cycle is then carried through in its correct sequence and the completed board is automatically ejected when the next assembly enters the press. The entire process is controlled by not more than two operators, the first feeding strips into the glue spreader and also stacking completed panels ejected from the machine. The second operator takes glued strips from the spreader and assembles them on the feed table. Once an assembly has been fed into the press, the loader arm returns to its original position and another board can be assembled while the previous one is undergoing heat treatment.

New Hymatic Air Compressor

After successful official tests, a new three-stage air compressor designed and constructed by the Hymatic Engineering Co., Ltd., of Redditch, has been given type approval by the Ministry of Supply. Designated the HC31, the compressor provides a free air delivery of 1.5 cu. ft. per minute at 1,500 r.p.m., under normally aspirated conditions, when delivering against a pressure of 3,000 lb. per sq. in. It weighs 10 lb., and its overall dimensions are about 7 in. long, 6 in. wide and 8 in. high. As its small size and light weight indicates, it is designed primarily for the operation of ancillary services in aircraft, but it also provides many possibilities for the application of compressed air in various fields of technical and scientific activity.

Large Butt Welding Machine

The largest automatic flash butt welding unit built so far in Great Britain has been completed by Resistance Welders, Ltd., of Inverness, for incorporation in a new Sheffield plant now in progress of completion. Previously such equipment for steel mill operation was built in the U.S.A. The 56-ton machine has successfully completed tests at Inverness. Apart from the saving in dollar expenditure achieved by the production of this equipment in Great Britain, its manufacture opens a new field of export development to Resistance Welders, Ltd., who were responsible for a considerable portion of the work on the "Pluto" project in the closing months of the war, and have since developed continuously along specialised lines producing automatic flash butt welding plant for different industries.



A finished board being automatically ejected from the edge glueing machine

NEW CONTRACTS

Yards in Great Britain and Northern Ireland

Shipowners	No. of Ships	Type	Approximate Tonnages		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
			Gross	Deadweight						
Alvion S.S. Corp., Panama	1	Tanker	—	32,000	—	—	Steam turbine	12,500	—	John Brown
Alliott Shipping Co. Assoc. Portland	1	Tanker	—	18,000	—	—	—	—	—	Chas. Connell
Cement Manufacturers Wm. H. Muller & Co. (London)	1	Self-unloading coastal vessel	—	—	—	—	Tw.-scr. diesel	1,280	British Polar Engines	Henry Robb
South American owners	1	Coaster	—	585	—	—	British Polar diesel	465	—	Richard Dunston, Hestle
Clan Line	1	Coastal tanker	—	—	—	—	Two diesels	310	British Polar Engines	Chas. Hill
Clan Line	2	"Intermediate" class cargo liners*	—	—	—	16	Parsons geared turbine	—	John G. Kincaid	Greenock Dockyard
Clan Line	2	Cargo liners	—	8,900 (each)	—	15	6-cyl. Doxford diesel	—	Wallsend Slipway & Eng. Co.	Greenock Dockyard
Clan Line	2	"Intermediate" class cargo liners	—	—	—	16	Parsons geared turbine	—	John G. Kincaid	Greenock Dockyard
Scottish Ore Carriers	2	Ore carriers	—	8,500-9,000 (each)	—	—	Tr.-exp. steam	—	Rankin & Blackmore	Lithgows
Anglo-Saxon	1	Tank lighter	—	725	—	—	Steam	—	—	George Brown & Co. (Marine)
Pacific S.N. Co.	2	Cargo liners	—	11,000 (each)	—	16-16.5	Dble.-red. geared turbine	—	Parsons Marine	Greenock Dockyard
S. G. Embaricos, Ltd.	1	Cargo	—	10,000	—	—	Diesel	—	Sulzer Bros.	Cammell Laird
Commonwealth and Foreign Yards										
"Italia" S.A. di Nav., Genoa	1	Pass. and cargo	25,000	—	626.66	89.92	Tw.-scr. turbine	35,300	—	S.A. Ansaldo, Genoa
Finska Angfartygs A.B. Helsinki	1	Tanker	—	16,000	—	—	—	—	—	C. Van der Giessen & Zonen, Krimpen a d IJssel
Cia. de Nav. Anne, Panama	2	Tankers	—	16,500 (each)	—	—	Diesel	—	—	Nordsewerke, Emden
Danish owner	1	Cargo	—	5,500	—	—	Diesel	—	—	Rickmers Werft, Bremerhaven
Adolph Gleue Reederei G.m.b.H., Hamburg	1	Cargo	—	2,900	259.2 o.a. 41.7	24.6	M.A.K. diesel	1,400	—	G. Renck, Jr., K.G., Harburg
Deutsche Damps. Ges. Hansa, Bremen	3	Cargo	—	1,200 (each)	—	—	Diesel	—	—	Rolandwerft, Bremen (2); and Atlas Werke A.G., Bremen (1)
Van Nieuvelt, Gouda, van & Co.'s Steamers, Maats., Rotterdam	4	Coasters	—	850 (each)	—	—	Werkspoor diesel	650 (each)	—	Scheeps. "Vooruitgang" Gebr. Suurmeijer, Foxhol; and J. Pattje Scheeps., Waterhuizen (2 each)
Timmerman's Handel & Industrie Maats., Goes	1	Coaster	—	565	—	—	Industrie diesel	400	—	G. J. van der Werff's Scheeps., Westerbreek
Delfzijl owners	1	Coaster	—	500	—	—	Industrie diesel	360	—	G. J. van der Werff's Scheeps., Westerbreek
Mrs. Kunst-Hijkema, Groningen	1	Coaster	—	750	—	—	Diesel	450	—	Scheeps. Gebr. van der Werf, Deest
Delfzijl owners	1	Coaster	—	400	—	—	—	—	—	Firma A. Apol Scheeps., Wirdum
Danish Pilotage Admin.	1	Pilot cutter	—	—	75.5	—	Diesel	—	—	Svendborg Skibs.

* To replace two motorships ordered from Greenock earlier this year.

LAUNCHES

Yards in Great Britain and Northern Ireland

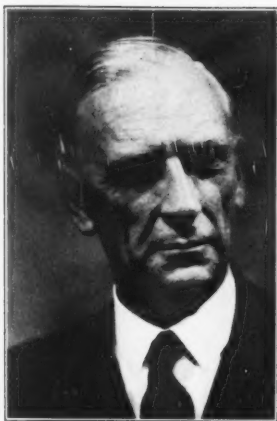
Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
				Gross	Deadweight						
Oct. 3	John Harker, Ltd.	Tynedale H. (246)	Tanker	298	—	—	—	Diesel	—	—	John Harker
Oct. 18	Alvion S.S. Corp., Panama	Almak (664)	Tanker	13,070	18,500	560 o.a. 72.40	14.25	6-cyl. Doxford diesel	—	Shipbuilders	John Brown
Oct. 22	Burns, Philp & Co.	Malekula (726)	Cargo	3,750	—	336 47 27.5	—	8-cyl. 2-str. Harland, B. & W. diesel	2,200	John G. Kincaid	Barclay, Curle
Commonwealth and Foreign Yards											
Sept. 5	Oskas Shosen Kaisha K.	Andes Maru	Cargo	6,500	9,500	439.625 61.66 38.7	—	Diesel	7,000	—	Central Japan Heavy Industries, Kobe
Sept. 18	Soc. Francaise de Transports Petroliers	Roussillon	Tanker	11,800	16,500 (metric)	541.83 o.a. and 316.5 b.p. 70 38.42	13	8-cyl. 2-str. B. & W. diesel	6,000	—	Atel, et Ch. de la Seine Maritime, Le Trait
Sept. 22	Cie. Nantaise des Chargeurs de l'Ouest	Penhir	Cargo	1,672	1,650	272.33 o.a. and 249.33 b.p. 39.25 24.33	13	8-cyl. 4-str. M.A.N. diesel	1,800	Shipbuilders	Atel, et Ch. de Bretagne, Nantes
Sept. 26	J. Lauritzen, Copenhagen	Greta Dan (92)	Cargo liner	4,880	6,100	350 o.a.	15.25	Diesel	5,450	—	Aalborg Vaerft Odense Staalksks.
Sept. 28	A. P. Moller, Copenhagen	Enba Maersk (117)	Tanker	10,600	17,000	496 b.p. 68.25 37.42	14.5	6-cyl. B. & W. diesel	6,900	Burmester & Wam, Copenhagen	Shipbuilders
Sept. 29	Argentine Govt.	Comodoro Rivadavia (599)	Tanker	11,633	14,500	560 68	—	Two 2-str. B. & W. diesels	9,300	—	P. Smit, Jr., Rotterdam
Oct. 4	Leif Erichsen, Bergen	Greta (128)	Tanker	10,000	15,500	485 66 36.25	14	7-cyl. 2-str. B. & W. diesel	6,850	—	Nakskov Skibs.
Oct. 10	Rederi A.B. Atlanta	Atlanta (725)	Cargo liner	5,000	7,800	426.5 b.p. 59.1 36.3	15.5	M.A.N. diesel	6,300	—	A. Vuyk & Zonen, Capelle a d Yssel
Oct. 10	Det Dansk-Franske D.S., Copenhagen	Sherland (1017)	Tanker	10,560	16,300	515 64 38.5	15	2-str. Sulzer diesel	6,300	—	Lindholmens Varv, Gothenburg

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
				Gross	Deadweight						
Oct. 10	Rederi A.B. Saturnus	Sirius (336)	Tanker	10,300	16,000	500 b.p. - 63 - 38.5	15	6-cyl., 2-str. M.A.N. diesel	6,000	Shipbuilders	Kockums M.V., Malmo
Oct. 11	Rederi Jacob Odland, Haugesund	Prometheus (706)	Tanker	8,630	13,250	465 b.p. - 62.85 - 34.66	14	6-cyl., 2-str. diesel	4,600	Shipbuilders	Burmeister Wain, Copenhagen
Oct. 14	Cie. des Messageries Maritimes	Viet Nam	Pass. liner	12,800	6,580	531.83 o.a. and 488.08 b.p. - 72.16 - 43.83	21	Tw.-scr. geared Rateau- Bretagne turbine	19,500	Atel. ex Ch. de Bretagne, Nantes	Ch. Navals de La Ciotat

TRIAL TRIPS

Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
				Gross	Deadweight						
Oct. —	Flota Mercante Grancolombiana, Bogota	Ciudad de Barquisimeto (753)	Cargo	4,300	—	423.5 o.a. and 395 b.p. - 55 - 24.5	14.5	4-cyl., 2-str. Doxford diesel	4,600	Shipbuilders	Fairfield S.B.
Oct. —	Cia. Atlantica y Pacifica, Panama	Clydewater (663)	Tanker	13,070	28,100	547.4 - 72.3 - 41.1	—	6-cyl., Doxford diesel	—	Shipbuilders	John Brown
Oct. —	A/S Kristian Jebsens Rederi, Bergen	Telnes (1062)	Tanker	11,000	16,000	—	—	Diesel	—	—	Lithgows
Oct. —	Union S.S. Co. of N.Z.	Tofua (1447)	Pass. and cargo	5,100	—	370 - 54.8 - 22.3	16	Tw.-scr., 7-cyl., 2-str. Sulzer diesel	—	Shipbuilders	Wm. Denny
Oct. 22	Port Line	Port Townsville (1809)	Cargo liner	8,070	10,790	460 b.p. - 64.5 - 41.52	15.5	6-cyl., 2-str. Doxford diesel	7,500	Wallsend Shipway & Eng. Co.	Swan, Hunter & Wigham Richardson, Wallsend
Commonwealth and Foreign Yards											
—	Mitsui Shipping Co.	Amagisan Maru	Cargo	7,000	9,300	420 - 62.25 - 32.4	14	8-cyl., 2-str. B. & W. diesel	4,050	Shipbuilders	Mitsui S.B. & E. Co., Tamano
—	S.A. de Gerance et d'Armement	Doudisien	Cargo	2,605	—	382.2 - 54.16 - 29.2	16	Tw.-scr., six 6-cyl. red. geared diesels	—	—	Arsenal de Lorient
—	Horn Linie	Hornfels	Cargo	4,150	7,000	—	13	M.A.N. diesel	2,700	—	Deutsche Werft Schneppes
—	Laiva O/Y Lahti, Helsinki	Kotka	Cargo	836	—	185 - 31.8 - 15.6	10	6-cyl., 4-str. diesel	600	Werkspoor N.V., Amsterdam	Gebr. van der Werf, Deest
—	Cie. de Bateaux a Vap. du Nord	Lillois	Cargo	2,887	—	371.8 - 54.16 - 29.2	16	Tw.-scr., six 6-cyl., 4-str. red. geared diesels	—	Atel. et Ch. de Bretagne	Atel. et Ch. de la Loire, Nantes
—	U.S.S.R.	Norilsk (158)	Pass. and cargo	4,500	2,300	331.5 - 46.5	16	Tw.-scr., 2-str. Fiat diesel	3,000	S.A. "Fiat," Turin	Cant. del Mediterraneo, Pietra Ligure
—	Erven Tammes, Groningen	Oostzee	Cargo coaster	500	920	180.4 - 30.2 - 9.7	12	6-cyl., 4-str. diesel	745	Maschb. Kiel A.G.	Gebr. G. & H. Bodewes, Martenshoek
—	Cie. Franco-Cherifienne	Oudria	Cargo	—	2,450	246 - 42	14	Six-scr., two 4-str. geared diesels	2,400	—	Lubecker Masch.
—	Chas. Schiaffino & Cie.	Prosper Schiaffino (C.G. 1802)	Cargo	1,500	1,800	314.08 o.a. and 284.16 - 43.33 - 28	13	8-cyl., 2-str. M.A.N. diesel	2,400	Soc. Gen. Constr. Mecanique	Ch. et Atel. de Provence, Port de Bouc
—	Franz Haniel & Cie., Ruhrort	Ruhrort	Rhine cargo	1,036	1,700	282.92 o.a. and 254.08 b.p. - 30.92 - 20.29 - 450 b.p. - 66 - 41.5	—	Tw.-scr. M.A.N. diesel	2,400	—	Rheinwerft Walsum, Duisburg
—	U.S. Mar. Admin. (chartered by President Lines)	Schuyler Otis Bland (458)	Cargo	8,918	10,516	478.16 o.a. and 450 b.p. - 66 - 41.5	18.5	Dbble-red. geared turbine	12,500	—	Ingalls S.B. Corp., Pascagoula, Miss.
—	Danske Kul-kompagni, Copenhagen	Th. Adler Svanholm (304)	Collier	2,800	3,800	298.9 b.p. - 44.3 - 21.3	12	Turbo compound steam	1,800	Shipbuilders	Elsmore S.B.
Sept. 3	Polimex, Warsaw	Andrzej	Tug	—	—	86.3 - 23.3 - 13.1	9	Steam	350	Finnboda Varf	Norrkopings Varf
Sept. 24	Ingemar Follin, Stockholm	Suzanne (367)	Cargo	497	750	159.08 o.a. - 30.58	11	7-cyl. Nohab diesel	455	—	Kalmar Varf
Oct. —	Istanbul Port Authority, Turkey	Kiskulezi	Vehicle and pass. ferry	1,345	350	196.83 o.a. and 189.66 b.p. - 47.83 - 17.42 - 169.33 - 29.55 - 18	12.5	Tw.-scr. Sulzer diesel	2,100	Atel. et Ch. de la Loire	Ch. de Dubigeon, Nantes
Oct. 4	Melsom & Melsom, Lavrik	Globe XIV	Whale catcher	613	—	—	—	Fredrikstad steam motor	—	Rosenberg M.V., Stavanger	A.S. Stord
Oct. 5	Cie. Navale des Petroles	Kirkouk (433)	Tanker	16,500	24,000	603.1 o.a. - 76.5 - 42	14	7-cyl. Stork diesel	7,000	Shipbuilders	Netherlands Dock & S.B., Amsterdam
Oct. 6	Roland Linie, Bremen	Lichtenstein (813)	Banana carrier	2,400	2,850	344.8 - 46.6 - 20 (draught)	16	Diesel	4,000	—	Bremer Vulkan, Vegesack
Oct. 9	A/S Uglands Rederi, Grimstad	Bonita	Cargo	—	4,100	337.25 - 48.5 - 21.5	13	Fredrikstad steam motor	1,900	Shipbuilders	Moss Vaerft
Oct. 12	Icelandic Govt.	Por	Coastguard vessel	693	—	185 - 31 - 17	18	Tw.-scr., 8-cyl. Crossley diesel	3,200	—	Aalborg Vaerft
Oct. 17	Hvalfang A/S "Rosshavet," Sandefjord	Star X	Whale catcher	600	—	—	—	Steam motor	—	Shipbuilders	Fredrikstad M.V.
Oct. 18	Skibs A/S Oiltank, Tonsberg	Bello	Tanker	15,800	24,325	606.3 o.a. and 570 b.p. - 77 - 42.75	14.5	7-cyl., 2-str. M.A.N. diesel	7,000	Shipbuilders	Kockums M.V., Malmo



MR. H. E. STEEL, the newly appointed Chief Ship Surveyor to the Ministry of Transport received his training in the Royal Dockyard, Portsmouth. Subsequently, he was a lecturer in naval architecture at the Municipal College. During the First World War he was engaged in the technique of submarine operation, salvage schemes and ferro-concrete design. He was appointed to the marine department of the Board of Trade in 1919, and was later employed on survey duties in London, the Continent and Glasgow. He was appointed Deputy Chief Ship Surveyor to the Ministry in 1944



CAPT. J. M. RAYNER, master of the Union-Castle liner Rhodesia Castle, described elsewhere in this issue, joined the Union-Castle Line as a cadet in 1923. After distinguished war service in the Second World War, Capt. Rayner was appointed chairman of the Released Allied Prisoners-of-War and Internees Committee at Hong Kong. He rejoined the Union-Castle Line in 1946 and was appointed master of the cargo ship Sandown Castle, subsequently commanding the Roxburgh Castle, Rochester Castle, Llandoverly Castle and Durban Castle

MARITIME NEWS IN BRIEF

From Correspondents at Home and Overseas

THE U.S. shipbuilding industry will get an allocation of only 100,975 tons of steel during the first quarter of 1952. This has been announced by the U.S. Defence Production Administration. The U.S. Maritime Administration had requested an allocation of 150,000 tons for the quarter. The allocation for the final quarter of this year is 102,000 tons. So far, it is understood, shipbuilders have been able to obtain only some 70,000 tons of this. Owing to the steel shortage, work has been suspended on 14 of the 35 "Mariner" class cargo vessels on order for the U.S. Maritime Administration.

The Cunard Steam-Ship Co., Ltd., has placed a contract for the fitting of eight additional trans-Atlantic liners with the Decca Navigator. This decision follows experience with Decca in four of the company's ships, and takes into consideration the extended Western Approaches coverage of the New North British chain of transmitters, and soon to be provided by the South-West British chain now building.

The Port of London Authority has appointed Mr. W. C. Perkins as its representative in Australia and New Zealand, in succession to Mr. T. R. Toovey, who retires at the end of this year. Mr. W. C. Perkins has had a wide experience in the operating side of the Port of London and has had specialised experience in the warehousing of meat and wool. His office address will be at 22 Loftus Street, Sydney.

THE NORWEGIAN merchant fleet had a net increase of 83,900 tons gross in the third quarter of 1951, and now totals 5,777,400 tons gross. Since the beginning of this year the fleet has grown by 250,000 tons. These figures exclude ships of under 100 tons gross totalling 151,000 tons.

THE DEATH has occurred at the age of 80 of Mr. Charles Blow, a partner in the Newcastle firm of Alexander Leith & Co. He assisted in the installation of the machinery in the first turbine-engined ship, the *Turbinia*.

THE ANNUAL report of the British Ship Adoption Society for the year ended June 30 states that the year has brought further proof of the success of efforts to bring a live interest into school studies while making the normal peacetime work of the Merchant Navy more fully known and appreciated. The annual meeting will be held on board the *Wellington*, Temple Stairs, London, W.C.2, at noon on November 7.

A SHARP advance in the trade passing through the South Wales Ports (Cardiff, Swansea, Newport, Barry, Port Talbot, Penarth and Briton Ferry) during the four weeks ended October 7 resulted in the highest four-weekly tonnage being dealt with since the comparable period in May 1940. The total tonnages handled amounted to 1,824,262 tons, 441,727 tons more than during the corresponding period last year.

For the third year in succession, Mr. C. G. White, director and sales manager of Kelvin & Hughes (Marine), Ltd., has been elected president of the Nautical Instrument Trade Association. Mr. J. M. McIntyre, of Heath & Co., Ltd., was

re-elected vice-president. At the annual general meeting of the Association, a fixed scale of fees for professional compass adjusters was agreed upon.

THE BRAZILIAN Transport Minister has instructed port authorities throughout Brazil to enforce a 1938 decree which granted priority to Lloyd Brasileiro vessels for the loading and discharging of cargoes. It is understood that the local Shipping Conference (Centro de Navegação Transatlantica) has protested against this measure.

THE DEATH has occurred after a long illness of Mr. R. D. Duncan. Until his retirement in September 1946 he was commodore chief engineer of the P. & O. fleet, a title which he was the first to receive in April 1946. He joined the company in 1902.

A NEW air route from Scandinavia to Chile was opened on October 23, when Scandinavian Airlines System (SAS) extended one of its two weekly Stockholm-Buenos Aires services to Santiago.

THE Port Line, Ltd., has announced that Mr. R. L. Harvey, joint manager, has retired owing to ill health. Mr. H. E. T. Ross, joint manager, has been appointed manager.

THE DATE of the opening of the next annual general meeting of the Institution of Naval Architects has been fixed for April 2, 1952.

THE NUMBER of privately operated vessels in the U.S. merchant fleet is approaching a record peacetime level. There were 1,840 of these vessels on October 1, with 36 more ships under general agency agreement added to the fleet during September. These extra ships, taken out of the reserve fleet, reduced the number of ships in the reserve fleet to 1,561 vessels.

IMPORTS through the Humber ports, at 630,518 tons, were 45 per cent heavier, and exports, at 525,090 tons, 20 per cent higher during the four weeks ended October 7 than for the similar period a year ago. Outstanding among the heavier imports was timber, other than pitwood, the total of 87,459 tons being the largest in any four weeks since the war.

THE LUBRICATING and fuel oil purifiers to be installed in the new 51,000-ton liner *United States* of United States Lines, are of the De Laval type. They are fitted for purifying the lubricating oil of the main propulsion turbines, and also for purifying the lubricating and diesel oil of the auxiliary diesel generators.

A FARCE, "The Happiest Days of your Life," is to be presented by the Baltic Amateur Dramatic and Operatic Society at the Scala Theatre, London, on November 1, 2, and 3, at 7.30 p.m.

THE survey ship *John Biscoe*, which has been overhauled by John I. Thornycroft & Co., Ltd., has left Southampton for the Antarctic.

THE FIRST three of a series of dual purpose drifter-trawlers have been completed in Polish shipyards.

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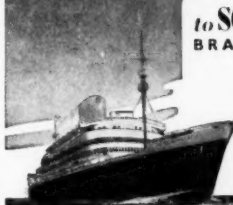
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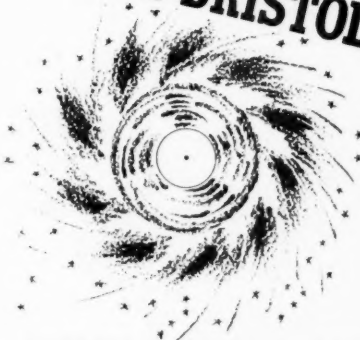
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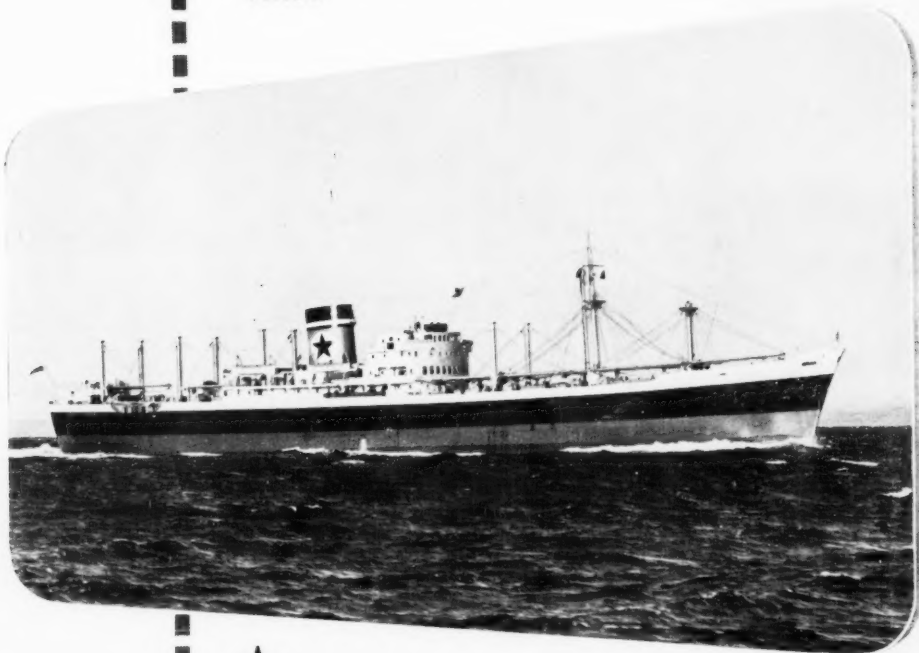
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